

FOREIGN FILES

HAITI, - Banque Nationale de la Republique d'

BANK NOTE SHIPMENTS

1973 - 1974



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

MARCH 16, 1973

SHIPPING INVOICE

FILED
MAR 20 1973

M. GEORGES N. LÉGER
BOITE POSTALE 216
PORT-AU-PRINCE, HAITI

DR.

OUR
ORDER

YOUR
ORDER

DATE OF
SHIPMENT

TERMS: { NET,
F.O.B.N.Y.

ONE (1) CASE, CONTAINING:

2 FRAMES OF CANCELLED BANK NOTES

MARKS

M. GEORGES N. LÉGER
BOITE POSTALE 216
PORT-AU-PRINCE,
HAITI.

NET WEIGHT: 26 KILOS.

GROSS WEIGHT: 53 KILOS.

VALUE: U.S.\$99.00 F.O.B. NEW YORK

AMERICAN BANK NOTE COMPANY,

VICE PRESIDENT.

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.

TO:

FROM:

UNIFORM AIRBILL NON-NEGOTIABLE

Subject to Conditions of Contract on the Back of the Airbill

CARRIER		ORIGIN		AIRBILL NUMBER		DATE		TC	CHGS.	UNIT	FLIGHT/DATE	DECLARED VALUE	CUBIC INCHES		
001				0458 5991		DAY / MO. / YR.									
ROUTING: AIRLINE ROUTING APPLIES UNLESS SHIPPER INSERTS SPECIFIC ROUTING HERE								<input type="checkbox"/> PREPAID <input type="checkbox"/> COLLECT		American Airlines Freight System NEW YORK, N. Y. U.S.A.					
TO		VIA		TO		VIA		TO						VIA	
1/															
2/															
CONSIGNEE'S ACCOUNT NUMBER				CONSIGNEE				CHARGE CODES: (FOR CARRIER USE ONLY) <input type="checkbox"/> AP-ASSEMBLY PART <input type="checkbox"/> CC-COLLECT <input type="checkbox"/> CG-COLLECT G.B.L. <input type="checkbox"/> DP-DISTRIBUTION PART <input type="checkbox"/> MP-PART PREPAID, PART COLLECT-CASH <input type="checkbox"/> MX-PART PREPAID, PART COLLECT-CREDIT <input type="checkbox"/> PG-PREPAID G.B.L. <input type="checkbox"/> PP-PREPAID CASH <input type="checkbox"/> PX-PREPAID CREDIT							
NAME															
STREET ADDRESS															
CITY		STATE		ZIP CODE											
M. Georges W. Leger Boite Postale 216 Port-au-Prince, Haiti															
DEL ZONE		SPECIAL INSTRUCTIONS													
3/															
SHIPPER'S ACCOUNT NUMBER				SHIPPER				PCS/PKGS.		LENGTH	WIDTH	DEPTH	CUBIC INCHES		
4/										X	X	=			
NAME								DIMENSIONAL WGT. - LBS.							
STREET ADDRESS															
CITY															
STATE															
ZIP CODE															
American Branch Note Garrison + Tiffany St Bronx N.Y.								C.O.D. SHIPMENT, If amount entered here by Shipper							
P-UP ZONE		ORIG. ADV. CHGS.		DESCRIPTION OF ORIGIN ADVANCE CHARGES		DEST. ADV. CHGS.		DESCRIPTION OF DESTINATION ADVANCE CHARGES		TAX					
5/															
6/															
OTHER CHARGES		DESCRIPTION OF OTHER CHARGES						G.B.L./G.T.R. NO.		TOTAL CHARGES					
NO. PCS.		WEIGHT		DESCRIPTION OF PIECES AND CONTENTS PACKING, MARKS, NUMBER						CARRIER COMM'TY GRP NO.		CARRIER COMM'TY GRP NO.		CARRIER COMM'TY GRP NO.	
1 -		117													
WEIGHT CHARGES		PICKUP		DELIVERY		EX. VALUE		ADVANCE		OTHER		Shipper's C.O.D.		C.O.D. FEE	
8/ A		B		C		D		E		F		G		H	
TAX		TOTAL CHARGES		1st RATE		2nd RATE		3rd RATE		ITEMS PREPAID		SHIPPER PAYS			
I		T													
EXECUTED AT/BY:				DATE				TIME				CARRIER		ORIGIN	
												001		0458 5991	

 RECEIVED BY CARRIER AT:
 AIRPORT TERMINAL
 CITY TERMINAL
 SHIPPER'S DOOR

 Money Ticket
 009604

3/16/53

2. CARRIER'S COPY

ROUTE TO	PCS	BY	EXCPTN	UNIT #	PCS.	BY	EXCPTN	UNIT #	SUPV
FINAL DSTN	P-UP	ORIG ADV CHG	DSCRPN	OTHER CHGS		DSCRPN			
1/	5/	/	/	6/		/			

Pan American World Airways, Inc.

Clipper Cargo Service

**Shipper's Letter of Instructions
For Issuing Air Waybill
(Air Consignment Note)**

MAR 20 1973

GOODS SHIPPED

TO ~~PAN AM AT~~ **AMERICAN AIRLINES** via **CARGO BLDG. 123** from **JAMAICA, N.Y.** by **AMERICAN AIRLINES**
(City) (Carrier) (City) (Supplier if other than below)

TO: PAN AMERICAN WORLD AIRWAYS, INC. (hereinafter called "Issuing Carrier") and the authorized agent (if any) of the Issuing Carrier to whom this letter of instructions is directed (hereinafter called The Agent).

The Issuing Carrier or the above designated Agent is hereby requested to accept delivery of the shipment described below and issue in respect thereof the Air Waybill of the Issuing Carrier (when prepared in accordance with the instructions and information herein contained and with the rules, regulations and requirements of the Issuing Carrier and when signed on behalf of the undersigned Shipper, as hereinafter authorized) for air carriage of the said shipment by the air carriers participating in the transportation under the said Air Waybill, between the airports of departure and destination set forth in the said Air Waybill and for any appropriate forwarding, reforwarding and consignment for carriage of the said shipment by other transportation agencies; all subject to and in accordance with the terms, exceptions, provisions and conditions stated and referred to in said Air Waybill as issued for such shipment and to the classifications, tariffs, rates, rules, regulations, conditions and schedules referred to in said Air Waybill.

Requested Routing (If Desired)

Airport of Destination
(Last point to which
air carriage desired)

Consignee's Name

Street Address

City and Country

M. GEORGES N. LÉGER BOITE POSTALE 216, PORT-AU-PRINCE, HAITI

Shipper's Name

Street Address

City and Country

AMERICAN BANK NOTE COMPANY, 70 BROAD STREET, NEW YORK, N.Y. 10004

**Weight Charge and
Valuation Charge**

☒ Prepaid ☐ Collect
(If Service Available)

**All Other Charges
at Origin**

☒ Prepaid ☐ Collect
(If Service Available)

**Declared Value
for Carriage**

\$140.

**Declared Value
for Customs**

\$99.

Insurance - Amount Requested

NONE

Shipper's C. O. D.

**NUMBER OF
PACKAGES**

**TOTAL
GROSS
WEIGHT**

NATURE AND QUANTITY OF GOODS
(Incl. Dimensions or Volume)

ONE (1) CASE

117 LBS.

2 FRAMES OF CANCELLED BANK NOTES

(SHIPMENT WENT FORWARD ON MARCH 15TH)

SHIPMENT BOOKED FOR FLIGHT 657 OF MARCH 17TH - PER MR. WILLIAM MANIKIS

MUST RIDE $\hat{=}$ CAF

Manikis
009604
3/16/73

For additional instructions and provisions, all of which are made a part of this letter of instructions, see the reverse side hereof.

Signature *[Signature]*

Date MARCH 16, 1973

DISTRIBUTION OF COPIES: ORIGINAL: Deliver with shipment.
DUPLICATE: If insurance requested, Mail to PAN AM Office issuing Air Waybill.
TRIPLICATE: For Shipper's file.

Additional instructions and provisions referred to on the face hereof:

It is understood that if the Shipper has not indicated on the face hereof whether charges are to be prepaid or collect, the Shipper thereby authorizes the shipment to be forwarded at Issuing Carrier's option charges collect wherever such service is available; wherever charges collect service is not available, Shipper thereby authorizes the shipment to be forwarded charges prepaid. Shipper hereby guarantees payment of all charges and advances, prepaid and collect.

If the Shipper has requested insurance in the manner provided for on the face hereof, it is understood that the shipment will be insured in the amount specified for insurance set out on the face hereof in accordance with and subject to the provisions relating to Shipper's insurance set forth in the Issuing Carrier's current tariffs.

The Shipper hereby authorizes the designated Agent, in the name and on behalf of the Shipper, to sign and accept said Air Waybill. If no person or company is designated as The Agent then the Shipper hereby authorizes the Issuing Carrier in the name and on behalf of the Shipper, to sign the Air Waybill. If the Air Waybill is signed on behalf of the Shipper by the Issuing Carrier, such signing, together with the mailing by the Issuing Carrier to the Shipper of the original of the Air Waybill shall be deemed to be valid delivery to and acceptance by the Shipper of the Air Waybill. In preparing, signing and accepting the Air Waybill on behalf of the Shipper, the Issuing Carrier does so as a gratuitous service and it shall not be liable for any loss, damage or expense incurred by the Shipper as a result of or in connection with the incorrectness or omission of any particulars or statements set forth in the Air Waybill in the Shipper's behalf.

If the shipment is a C.O.D. shipment the Shipper agrees that the Carrier delivering the shipment to the consignee may, irrespective of the currency in which the C.O.D. is designated on the face hereof or on the Air Waybill, collect the C.O.D. in the currency of the country of delivery and may, at its option, remit the C.O.D. to the Shipper in such currency of collection.

It is understood that the liability of the Carriers shall not exceed the amount of Shipper's Declared Value for Carriage stated on the face hereof, upon which in part the charges of such Carriers will be fixed.

It is understood that prior to the commencement of the transportation of the shipment the Shipper must deliver with the shipment all documents necessary for Customs purposes at point of export and in country of destination.

RCA

FILING

JUN - 3 1974

Global Telegram

Full Rate ☐ Letter Telegram ☐ Press ☐ (Full Rate unless otherwise marked). This telegram will be transmitted electronically by cable, radio, or satellite.

Sender's Name and Address AMERICAN BANK NOTE CO., 70 BROAD ST., N.Y.C. Account Number _____

All telegrams are accepted subject to the rates, rules, and regulations as set forth in the applicable tariff of RCA Global Communications, Inc. on file with the F.C.C.

To INSULAIRE (*Banque nationale de la*) Via RCA
PORT-AU-PRINCE (HAITI) (*Republique d'Haiti*) Insert "RCA"

FOR BONNEFIL

MAY 28, 1974

WE PAID ALICE 105 DOLLARS WILL COLLECT 657 MORE MAY 29

BANKNOTE

OK JBS

TO FILE INTERNATIONAL TELEGRAMS VIA RCA...

From anywhere in the United States,

Telephone: 212-363-4141 or the Western Union office nearest you, specifying "VIA RCA" immediately following the city destination.

TWX machine: Dial the toll-free number 810-621-7850, or the RCA office nearest you:
New York—710-581-5151
Washington, D. C.—710-822-1917
San Francisco—910-372-7390

Western Union domestic telex:

Dial the toll-free number 1042. If 1042 is busy, dial 1044 and specify "VIA RCA."
Or dial the RCA office nearest you:
New York—12-7276
Washington, D. C.—89-2678
San Francisco—34-0968

Traffic Offices, Continental U.S.A.

In NEW YORK CITY,

Main Office: 60 Broad Street, New York 10004

To Send International Telegrams:

Telephone: 363-4141
Western Union telex: 12-7276
TWX (60 WPM): 212-571-1970
TWX (100 WPM): 710-581-5151
WATS Dataphone: 212-747-0113
Facsimile: 212-269-0111/1323
Messenger: 363-4272

You may also stop in or telephone any of these convenient Public Offices:

54 Wall Street	944-3650
111 Broadway	732-3377
132 Franklin St.	925-4891
31 Union Square West	675-4150
35 West 31st St.	695-2472
25 West 43rd St.	279-0572
405 Lexington Ave.	986-6580
30 Rockefeller Plaza	247-5525
330 West 58th St.	247-6210
204 East 58th St.	755-8109
Waldorf Astoria Hotel	758-1200
U.N. Headquarters	355-6940
J. F. Kennedy Airport	656-5787

In SAN FRANCISCO,

Main Office: 135 Market St., San Francisco 94105

To Send International Telegrams:

Telephone: 415-421-4200
Western Union Telex: 34-0968
TWX (100 WPM): 910-372-7390
Dataphone: 415-433-3264
For Messenger Pick-Up: 415-421-4200

In WASHINGTON, D. C.,

Main Office: 2030 M St., N.W., Wash., D. C. 20036

To Send International Telegrams:

Telephone: 703-558-4321
Western Union Telex: 89-2678
TWX (60 WPM): 202-965-0833
TWX (100 WPM): 710-822-1917
For Messenger Pick-Up: 703-558-4325

Overseas Traffic Offices

DOMINICAN REPUBLIC, SANTO DOMINGO
Edificio Diez, Calle Conde 35, Tel. 682-2887

GUAM, AGANA

Ada Plaza Center, Tel. 7916

HAITI, PORT-AU-PRINCE

Maison Leger, Place Geffrard, Tel. 3322

HAWAII, HONOLULU

223 South King Street, Tel. 537-2521

MARIANA ISLANDS, SAIPAN

Joeten Center Tel. 6456

PHILIPPINE REPUBLIC, MANILA

Commercial Center, P.O. Box 750,
Makati, Rizal, Tel. 89-18-61

PUERTO RICO, SAN JUAN

701 Avenida Ponce de Leon,
Miramar, P.R., Tel. 723-6170

Liability limited to \$500 except for repeated or specially valued service which is available upon request.

RCA
Global
Communications



4th COPY

FILING

JUN - 3 1974 # 21750

AMERICAN BANK NOTE COMPANY

EXECUTIVE OFFICES

(FOR CORRESPONDENCE ONLY)

70 BROAD STREET - NEW YORK, N. Y. 10004

212/944-6200

MAY 29, 1974

FOR REMITTANCE ONLY

TO NEAREST POST OFFICE BOX:

**BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
PORT-AU-PRINCE, HAITI**P. O. BOX 5457
CHURCH STREET STATION
NEW YORK, NEW YORK 10008
D-U-N-S 290-1452P. O. BOX 91371
CHICAGO, ILLINOIS 60690
D-U-N-S 290-1460P. O. BOX 360366M
PITTSBURGH, PA. 15230
D-U-N-S 00-494-9061

RETURN COPY WITH REMITTANCE

SALES OFFICE NO.	SALESMAN'S NO.	OUR ORDER	YOUR ORDER	TERMS:	NET DUE ON RECEIPT OF INVOICE
201	90	2-0157-484	MARCH 16, 1974	F. O. B.	C.I.F.

PORT-AU-PRINCE**500,000****NOTES, 5 GOURDES
NOS. H000001 - H500000****\$8,900.00 CIF PORT-AU-PRINCE OCEAN FREIGHT**

OCEAN FREIGHT	\$102.39
INSURANCE	12.22
CONSULAR BLANKS	<u>2.50</u>

<u>117.11</u>
\$8,782.89 F.O.B. NEW YORK

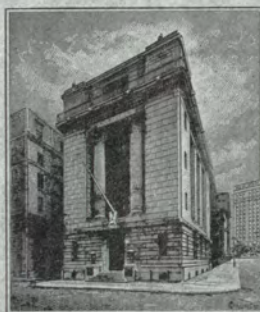
AIR CARGO	\$489.80
INSURANCE	17.89
CONSULAR BLANKS	<u>2.50</u>

<u>510.19</u>
\$9,293.08 CIF PORT-AU-PRINCE AIR FREIGHT

**10 CASES NOS. 1610/1619
VIA: AMERICAN AIRLINES**

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

SELLER CONFIRMS THAT ALL GOODS SOLD OR TO BE SOLD TO YOU BY IT HAVE BEEN OR WILL BE PRODUCED BY IT IN COMPLIANCE WITH THE APPLICABLE PROVISIONS OF THE FAIR LABOR STANDARDS ACT OF 1938, AS AMENDED.



FILING

JUN - 3 1974

AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

MAY 24, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

*DR.*OUR
ORDER

2-0157-484

YOUR
ORDER

MARCH 16, 1974

DATE OF
SHIPMENTTERMS: { NET.
F.O.B.N.Y.

TEN (10) CASES, CONTAINING:

500,000 NOTES, 5 GOURDE, NOS. H 000001 - H 500000, DIVIDED:

CASE NO.	QUANTITY	NUMBERS
1610	50,000 NOTES	H 000001 - H 050000
1611	50,000 NOTES	H 050001 - H 100000
1612	50,000 NOTES	H 100001 - H 150000
1613	50,000 NOTES	H 150001 - H 200000
1614	50,000 NOTES	H 200001 - H 250000
1615	50,000 NOTES	H 250001 - H 300000
1616	50,000 NOTES	H 300001 - H 350000
1617	50,000 NOTES	H 350001 - H 400000
1618	50,000 NOTES	H 400001 - H 450000
1619	50,000 NOTES	H 450001 - H 500000

MARKS

BANQUE NATIONALE DE LA
REPUBLIQUE D'HAITI
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER
MADE IN U.S.A.
(PRINTED MATTER - UNISSUED
BANK NOTE FORMS)
#1610/1619

NET WEIGHT: 590 KILOS

GROSS WEIGHT: 720 KILOS

VIA: AMERICAN AIR LINES

VALUE: U.S.\$9,293.08 C.I.F. PORT-AU-PRINCE

AMERICAN BANK NOTE COMPANY

VICE PRESIDENT

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.

PAN AMERICAN WORLD AIRWAYS CLIPPER CARGO SERVICE

SHIPPER'S LETTER OF INSTRUCTIONS FOR ISSUING AIR WAYBILL (AIR CONSIGNMENT NOTE)

FILING
JUN - 3 1974

GOODS SHIPPED **AMERICAN AIR LINES, CARGO BLDG 123, JFK AIRPORT, JAMAICA, N.Y.**
TO PAN AM AT _____ via _____ from _____ by _____
(CITY) (CARRIER) (CITY) (SUPPLIER IF OTHER THAN BELOW)

TO: PAN AMERICAN WORLD AIRWAYS, INC. (hereinafter called "Issuing Carrier") and the authorized agent (if any) of the Issuing Carrier to whom this letter of instructions is directed (hereinafter called The Agent).

The Issuing Carrier or the above designated Agent is hereby requested to accept delivery of the shipment described below and issue in respect thereof the Air Waybill of the Issuing Carrier (when prepared in accordance with the instructions and information herein contained and with the rules, regulations and requirements of the Issuing Carrier and when signed on behalf of the undersigned Shipper, as hereinafter authorized) for air carriage of the said shipment by the air carriers participating in the transportation under the said Air Waybill, between the airports of departure and destination set forth in the said Air Waybill and for any appropriate forwarding, reforwarding and consignment for carriage of the said shipment by other transportation agencies; all subject to and in accordance with the terms, exceptions, provisions and conditions stated and referred to in said Air Waybill as issued for such shipment and to the classifications, tariffs, rates, rules, regulations, conditions and schedules referred to in said Air Waybill.

REQUESTED ROUTING (IF DESIRED)

AIRPORT OF DESTINATION

(Last point to which
air carriage desired)

PORT-AU-PRINCE

CONSIGNEE'S NAME

STREET ADDRESS

CITY AND COUNTRY

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
DEPARTMENT COMMERCIAL - PORT-AU-PRINCE, HAITI - ATTN: SENIOR SUB-MANAGER

SHIPPER'S NAME

STREET ADDRESS

CITY AND COUNTRY

AMERICAN BANK NOTE COMPANY, 70 BROAD ST., NEW YORK, N.Y. 10004

CHARGES:

☒ PREPAID

(MARK ONE
TO APPLY)

☐

COLLECT

(If Service Available)

DECLARED VALUE FOR CARRIAGE

\$9,293.

INSURANCE -

AMOUNT REQUESTED

NONE

SHIPPER'S C. O. D.

~~XXXXXX~~

NUMBER OF
PACKAGES

TOTAL
GROSS
WEIGHT

NATURE AND QUANTITY OF GOODS

10 WOODEN
CASES
#1610/1619

1580 LBS.
(158 LBS. EA)

PRINTED MATTER - UNISSUED BANK NOTE FORMS

(VALUE FOR CUSTOMS \$8783.)

BOOKED FOR FLIGHT 657 - 10:45 AM WED. MAY 29TH,
UNDER AWB 001-9949730.

MUST RIDE

99409730

For additional instructions and provisions, all of which are made a part of this letter of instructions, see the reverse side hereof.

SIGNATURE _____

DATE

5/24/74

DISTRIBUTION OF COPIES: ORIGINAL: Deliver with shipment.
DUPLICATE: If insurance requested, Mail to PAN AM Office issuing Air Waybill.
TRIPLICATE: For Shipper's file.

FOR USE BY PAN AM AGENT
(SHIPPER NEED NOT COMPLETE THIS SECTION)

No. of Packages RCP	ACTUAL GROSS WEIGHT	Kg./lb.	Rate Class	COMMODITY ITEM NO.	CHARGEABLE WEIGHT	RATE	NATURE AND QUANTITY OF GOODS (INCL. DIMENSIONS OR VOLUME)
SPECIAL HANDLING INFORMATION (INCLUDING MARKS, NUMBERS AND METHOD OF PACKING)							

P
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WEIGHT CHARGE	VALUATION CHARGE	TOTAL OF AIRLINE CHARGES BELOW	AWB FEE	CODE	TOTAL OF NON-AIRLINE CHARGES BELOW
					ORIGIN DESTINATION
AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AWB FEE					
INSURANCE CHARGE					
TOTAL PREPAID	AIRLINE AND NON-AIRLINE CHARGES, CONTINUED				

C
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WEIGHT CHARGE	VALUATION CHARGE	TOTAL OF AIRLINE CHARGES BELOW	Agent's Disbursements	TOTAL OF NON-AIRLINE CHARGES BELOW
				ORIGIN DESTINATION
AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AGENT'S DISBURSEMENTS				
INSURANCE CHARGE				
COD AMOUNT	COD FEE	AIRLINE AND NON-AIRLINE CHARGES, CONTINUED		

PAN AM AGENT _____ IATA No. _____

ADDRESS _____ DATE _____

Additional instructions and provisions referred to on the face hereof:

It is understood that if the Shipper has not indicated on the face hereof whether charges are to be prepaid or collect, the Shipper thereby authorizes the shipment to be forwarded at Issuing Carrier's option charges collect wherever such service is available; wherever charges collect service is not available, Shipper thereby authorizes the shipment to be forwarded charges prepaid. Shipper hereby guarantees payment of all charges and advances, prepaid and collect.

If the Shipper has requested insurance in the manner provided for on the face hereof, it is understood that the shipment will be insured in the amount specified for insurance set out on the face hereof in accordance with and subject to the provisions relating to Shipper's insurance set forth in the Issuing Carrier's current tariffs.

The Shipper hereby authorizes the designated Agent, in the name and on behalf of the Shipper, to sign and accept said Air Waybill. If no person or company is designated as The Agent then the Shipper hereby authorizes the Issuing Carrier in the name and on behalf of the Shipper, to sign the Air Waybill. If the Air Waybill is signed on behalf of the Shipper by the Issuing Carrier, such signing, together with the mailing by the Issuing Carrier to the Shipper of the original of the Air Waybill shall be deemed to be valid delivery to and acceptance by the Shipper of the Air Waybill. In preparing, signing and accepting the Air Waybill on behalf of the Shipper, the Issuing Carrier does so as a gratuitous service and it shall not be liable for any loss, damage or expense incurred by the Shipper as a result of or in connection with the incorrectness or omission of any particulars or statements set forth in the Air Waybill in the Shipper's behalf.

If the shipment is a C.O.D. shipment the Shipper agrees that the Carrier delivering the shipment to the consignee may, irrespective of the currency in which the C.O.D. is designated on the face hereof or on the Air Waybill, collect the C.O.D. in the currency of the country of delivery and may, at its option, remit the C.O.D. to the Shipper in such currency of collection.

It is understood that the liability of the Carriers shall not exceed the amount of Shipper's Declared Value for Carriage stated on the face hereof, upon which in part the charges of such Carriers will be fixed.

It is understood that prior to the commencement of the transportation of the shipment the Shipper must deliver with the shipment all documents necessary for Customs purposes at point of export and in country of destination.

American Airlines Freight System

AIR WAYBILL NUMBER		AIRPORT OF DEPARTURE	EXECUTION DATE	TC	CHGS. CODE	CUR'Y CODE	FOR CARRIER USE ONLY	
AIRLINE PREFIX SERIAL NO.			DAY / MTH. / YR.				FLIGHT / DAY	FLIGHT / DAY
001- 99409730		JFK						
AIRPORT OF DEPARTURE (ADDRESS OF FIRST CARRIER) AND ROSTD ROUTING				AIRPORT OF DESTINATION		FLIGHT / DAY		FLIGHT / DAY
JFK INTERNATIONAL AIRPORT				PORT AU PRINCE				
ROUTING AND DESTINATION						BOOKED		
TO	BY FIRST CARRIER	TO	BY	TO	BY	TO	BY	
	AA							
CONSIGNEE'S ACCOUNT NUMBER		CONSIGNEE'S NAME AND ADDRESS						

BANQUE NATIONALE DE LA REPUBLIC
#000000 D'HAITI
DEPARTMENT COMMERCIAL
PORT AU PRINCE, HAITI
ATTN SENIOR SUB MANAGER

NOT NEGOTIABLE
AIR WAYBILL
(AIR CONSIGNMENT NOTE)

ISSUED BY

American Airlines, Inc.
NEW YORK, N. Y. 10017, U.S.A.

If the carriage involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and the Convention governs and in most cases limits the liability of carriers in respect of loss or damage to cargo. Agreed stopping places are those places (other than the places of departure and destination) shown under requested routing and/or those places shown in carriers' timetables as scheduled stopping places for the route. Address of first carrier is the airport of departure. SEE CONDITIONS ON REVERSE HEREOF.

SHIPPER'S ACCOUNT NUMBER SHIPPER'S NAME AND ADDRESS

AMERICAN BANK NOTE COMPANY
70 BROAD STREET
NEW YORK, NEW YORK 10004

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON REVERSE HEREOF.

SIGNATURE OF SHIPPER

R.E. DALY

BY BROKER/AGENT

Carrier certifies goods described below were received for carriage subject to the CONDITIONS ON REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.

MAY 29, 1974 JAMAICA, NEW YORK

EXECUTED ON (DATE) AT (PLACE)

SIGNATURE OF ISSUING CARRIER OR ITS AGENT

COPIES 1, 2 and 3 of this Air Waybill are originals and have the same validity

CURRENCY DECLARED VALUE FOR CARRIAGE DECLARED VALUE FOR CUSTOMS AMOUNT OF INSURANCE
US\$ MAX FREE \$8783.00 NONE

INSURANCE: If shipper requests insurance in accordance with conditions on reverse hereof, indicate amount to be insured in figures in box marked "AMOUNT OF INSURANCE".

WEIGHT CHARGE AND VALUATION CHARGE PREPAID COLLECT
XX XX

ACCOUNTING INFORMATION

No. OF PACKAGES RCF	ACTUAL GROSS WEIGHT	Kg./lb.	RATE CLASS	COMMODITY ITEM NO.	CHARGEABLE WEIGHT	RATE / CHARGE	TOTAL	NATURE AND QUANTITY OF GOODS (INCL. DIMENSIONS OR VOLUME)
TEN (10) CASES	1580L			7103	1580	\$0.31	\$489.80	PRINTED MATTER-UNISSUED BANK NOTE FORMS
MUST RIDE								
BOOKED & CONFIRMED ON FLIGHT 657 MAY 29, 1974								
10	1580			HAITI			\$489.80	

These commodities licensed by the United States for ultimate destination.

Diversion contrary to United States law prohibited.

PREPAID WEIGHT CHARGE	PREPAID VALUATION CHARGE	TOTAL OTHER PREPAID CHARGES	TOTAL PREPAID	FOR CARRIER'S USE ONLY AT DESTINATION
PREPAID #11800 \$489.80		DUE CARRIER DUE AGENT		
OTHER CHARGES (EXCEPT WEIGHT CHARGE AND VALUATION CHARGE)				COLLECT CHARGES IN DESTINATION CURRENCY ONLY
				COD AMOUNT
				TOTAL CHARGES
COLLECT WEIGHT CHARGE	COLLECT VALUATION CHARGE	TOTAL OTHER COLLECT CHARGES	COD AMOUNT	TOTAL COLLECT
COLLECT		DUE CARRIER DUE AGENT		

HANDLING INFORMATION

SEE CONDITIONS ON REVERSE HEREOF
ORIGINAL 3 (FOR SHIPPER)

"If the carriage involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and the Convention governs and in most cases limits the liability of carriers in respect of loss of or damage to cargo."

CONDITIONS OF CONTRACT

- (1) As used in this contract, 'Convention' means the Convention for the Unification of Certain Rules relating to International Carriage by Air, signed at Warsaw, October 12, 1929, or that Convention as amended by The Hague Protocol, 1955 whichever may be applicable to carriage hereunder, "air waybill" is equivalent to "air consignment note", "shipper" is equivalent to "consignor", "carriage" is equivalent to "transportation" and "Carrier" includes the air carrier issuing this air waybill and all air carriers that carry the goods hereunder or perform any other services related to such air carriage. For the purposes of the exemption from and limitation of liability provisions set forth or referred to herein, "Carrier" includes agents, servants, or representatives of any such air carrier. Carriage to be performed hereunder by several successive carriers is regarded as a single operation.
- (2) (a) Carriage hereunder is subject to the rules relating to liability established by the Convention, unless such carriage is not "international carriage" as defined by the Convention. (See Carrier's tariffs for such definition.)
(b) To the extent not in conflict with the foregoing, carriage hereunder and other services performed by each Carrier are subject to (i) applicable laws (including national laws implementing the Convention), government regulations, orders, and requirements, (ii) provisions herein set forth, and (iii) applicable tariffs, rules, regulations and timetables (but not the times of departure and arrival therein) of such carrier which are made part hereof and which may be inspected at any of its offices and at airports from which it operates regular services.
(c) For the purposes of the Convention, the agreed stopping places (which may be altered by Carrier in case of necessity) are those places, except the place of departure and the place of destination, set forth on the face hereof or shown in Carrier's timetables as scheduled stopping places for the route.
(d) In the case of carriage subject to the Convention, the shipper acknowledges that he has been given an opportunity to make a special declaration of the value of the goods at delivery and that the sum entered on the face of the air waybill as "Shipper's Declared Value - For Carriage," if in excess of 250 French gold francs (consisting of 65 1/2 milligrams of gold with a fineness of 900 thousandths) or their equivalent per kilogram, constitutes such special declaration of value.
- (3) Insofar as any provision contained or referred to in this air waybill may be contrary to mandatory law, government regulations, orders, or requirements, such provision shall remain applicable to the extent that it is not overridden thereby. The invalidity of any provision shall not affect any other hereof.
- (4) Except as the Convention or other applicable law may otherwise require: (a) Carrier is not liable to the shipper or to any other person for any damage, delay or loss of whatsoever nature (hereinafter collectively referred to as "damage") arising out of or in connection with the carriage of the goods, unless such damage is proved to have been caused by the negligence or wilful fault of Carrier and there has been no contributory negligence of the shipper, consignee or other claimant; (b) Carrier is not liable for any damage directly or indirectly arising out of compliance with laws, government regulations, orders or requirements or from any cause beyond Carrier's control; (c) the charges for carriage having been based upon the value declared by the shipper, it is agreed that any liability shall in no event exceed the shipper's declared value for carriage stated on the face hereof, and in the absence of such declaration by shipper, liability of Carrier shall not exceed 250 such French gold francs, or their equivalent per kilogram of goods destroyed, lost, damaged or delayed; all claims shall be subject to proof of value; (d) a carrier issuing an air waybill for carriage exclusively over the lines of others does so only as a sales agent.
- (5) It is agreed that no time is fixed for the completion of carriage hereunder and that Carrier may without notice substitute alternate carriers or aircraft. Carrier assumes no obligation to carry goods by any specified aircraft or over any particular route or routes or to make connection at any point according to any particular schedule, and Carrier is hereby authorized to select, or deviate from the route or routes of shipment, notwithstanding that the same may be stated on the face hereof. The shipper guarantees payment of all charges and advances.
- (6) The goods, or packages said to contain the goods, described on the face hereof, are accepted for carriage from their receipt at Carrier's terminal or airport office at the place of departure to the airport at the place of destination. If so specifically agreed, the goods or packages said to contain the goods, described on the face hereof, are also accepted for forwarding to the airport of departure and for reforwarding beyond the airport of destination. If such forwarding or reforwarding is by carriage operated by Carrier, such carriage shall be upon the same terms as to liability as set forth in Paragraphs 2 and 4 hereof. In any other event, the issuing carrier and last carrier, respectively, in forwarding or reforwarding the goods, shall do so only as agents of the shipper, owner, or consignee, as the case may be, and shall not be liable for any damage arising out of such additional carriage, unless proved to have been caused by its own negligence or wilful fault. The shipper, owner and consignee hereby authorizes such carriers to do all things deemed advisable to effect such forwarding or reforwarding, including, but without limitation, selection of the means of forwarding or reforwarding and the routes thereof (unless these have been herein specified by the shipper), execution and acceptance of documents of carriage (which may include provisions exempting or limiting liability) and consigning of goods with no declaration of value, notwithstanding any declaration of value in this air waybill.
- (7) Carrier is authorized (but shall be under no obligation) to advance any duties, taxes or charges and to make any disbursements with respect to the goods, and the shipper, owner and consignee shall be jointly and severally liable for the reimbursement thereof. No Carrier shall be under obligation to incur any expense or to make any advance in connection with the forwarding or reforwarding of the goods except against repayment by the shipper. If it is necessary to make customs entry of the goods at any place, the goods shall be deemed to be consigned at such place to the person named on the face hereof as customs consignee or, if no such person be named, to the carrier carrying the goods to such place or to such customs consignee, if any, as such carrier may designate.
- (8) At the request of the shipper, and if the appropriate premium is paid and the fact recorded on the face hereof, the goods covered by this air waybill are insured on behalf of the shipper under an open policy for the amount requested by the shipper as set out on the face hereof (recovery being limited to the actual loss or damage not exceeding the insured value) against all risks of physical loss or damage from any external cause whatsoever, except those arising directly or indirectly from war risks, strikes, riots, hostilities, legal seizure or delay or inherent vice, and subject to the terms and conditions of such open policy which is available for inspection by the shipper. Claims under such policy must be reported immediately to an office of Carrier.
- (9) Except as otherwise specifically provided in this contract, delivery of the goods will be made only to the consignee named on the face hereof, unless such consignee is one of the Carriers participating in the carriage, in which event delivery shall be made to the person indicated on the face hereof as the person to be notified. Notice of arrival of the goods will, in the absence of other instruction, be sent to the consignee, or the person to be notified, by ordinary methods; Carrier is not liable for non-receipt or delay in receipt of such notice.
- (10) (a) No action shall be maintained in the case of damage to goods unless a written notice, sufficiently describing the goods concerned, the approximate date of the damage, and the details of the claim, is presented to an office of Carrier within 7 days from the date of receipt thereof, in the case of delay unless presented within 14 days from the date the goods are placed at the disposal of the person entitled to delivery, and in the case of loss (including non-delivery) unless presented within 120 days from the date of the issue of the air waybill; (b) Any rights to damages against Carrier shall be extinguished unless an action is brought within two years after the occurrence of the events giving rise to the claim.
- (11) The shipper shall comply with all applicable laws, customs and other government regulations of any country to, from, through or over which the goods may be carried, including those relating to the packing, carriage or delivery of the goods, and shall furnish such information and attach such documents to this air waybill as may be necessary to comply with such laws and regulations. Carrier is not liable to the shipper or any other person for loss or expense due to shipper's failure to comply with this provision.
- (12) No agent, servant or representative of Carrier has authority to alter, modify or waive any provision of this contract.

AIR WAYBILL NUMBER 001 99409730		AIRPORT OF DEPARTURE JFK	EXECUTION DATE DAY / MTH / YR	TC	CHGS CODE	CURCY CODE	FOR CARRIER USE ONLY FLIGHT / DAY		001 99409730		
AIRPORT OF DEPARTURE (ADDRESS OF FIRST CARRIER) AND ROUTE ROUTING JFK INTERNATIONAL AIRPORT			AIRPORT OF DESTINATION PORT AU PRINCE			FLIGHT / DAY		FLIGHT / DAY		FILING JUN - 3 1974	
ROUTING AND DESTINATION TO BY FIRST CARRIER TO BY TO BY TO BY											
CONSIGNEE'S ACCOUNT NUMBER		CONSIGNEE'S NAME AND ADDRESS ↓ BANQUE NATIONALE DE LA REPUBLIC #00000# D'HAITI DEPARTMENT COMMERCIAL PORT AU PRINCE, HAITI ATTN SENIOR SUB MANAGER				NOT NEGOTIABLE AIR WAYBILL (AIR CONSIGNMENT NOTE) American Airlines, Inc. NEW YORK, N. Y. 10017, U.S.A.					
SHIPPER'S ACCOUNT NUMBER		SHIPPER'S NAME AND ADDRESS ↓ AMERICAN BANK NOTE COMPANY 70 BROAD STREET NEW YORK, NEW YORK 10004				The shipper certifies that the particulars of the goods hereof are correct and agree to the CONDITIONS ON REVERSE HEREOF. SIGNATURE OF SHIPPER <i>[Signature]</i> R.E. DALY BY BROKER/AGENT					
ISSUING CARRIER'S AGENT ACCOUNT NO. 990182-6		ISSUING CARRIER'S AGENT NAME AND CITY ↓ P.I.E. AIRFREIGHT FORWARDING INC. JAMAICA, NEW YORK				MAY 29, 1974 JAMAICA, NEW YORK ELECTED ON (DATE) (PLACE)					
CURRENCY US\$		DECLARED VALUE FOR CARRIAGE MAX FREE		DECLARED VALUE FOR CUSTOMS \$8783.00		AMOUNT OF INSURANCE NONE		COPIES 1, 2 and 3 of this Air Waybill are originals and have the same validity. Insurance: If shipper requests insurance in accordance with conditions on reverse hereof, and the amount to be insured is indicated in block printed AMOUNT OF INSURANCE.			
XX		XX		ACCOUNTING INFORMATION							
PALM TREE RC		ACTUAL GROSS WEIGHT 1680		COMMODITY ITEM NO. 7103		CHARGEABLE WEIGHT 1680		RATE / CHARGE \$0.31		X TOTAL 520.80	
TEN (10) CASES		1520L				1520				\$1520.00 PRINTED MATTER-UNISSUED BANK NOTE FORMS	
MUST RIDE											
BOOKED & CONFIRMED ON FLIGHT 657 MAY 29, 1974											
Commonwealth of the United States for ultimate destination HAITI											
PREPAID WEIGHT CHARGE		PREPAID VALUATION CHARGE		TOTAL OTHER PREPAID CHARGES		TOTAL PREPAID		FOR CARRIER'S USE ONLY AT DESTINATION			
141800.00 520.80				DUE CARRIER		DUE AGENT					
OTHER CHARGES (EXCEPT WEIGHT CHARGE AND VALUATION CHARGE)											
TOTAL CHARGES											
COLLECT WEIGHT CHARGE		COLLECT VALUATION CHARGE		TOTAL OTHER COLLECT CHARGES		COLLECT AMOUNT		TOTAL COLLECT			
				DUE CARRIER		DUE AGENT					
HANDLING INFORMATION											

U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS—BUREAU OF INTERNATIONAL COMMERCE

SHIPPER'S EXPORT DECLARATION

OF SHIPMENTS FROM THE UNITED STATES

Export Shipments Are Subject To U. S. Customs Inspection

READ CAREFULLY THE INSTRUCTIONS ON BACK TO AVOID DELAY AT SHIPPING POINT

For shipments to foreign countries, where authentication of the Shipper's Export Declaration is required, the export declaration must be presented to and authenticated by Customs and a copy so authenticated delivered to the exporting carrier prior to exportation.

Declarations Should Be Typewritten Or Prepared In Ink

Form approved. Budget Bureau No. 41-R397.5.

CONFIDENTIAL — For use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. (Title 15, Sec. 30.91(a) C.F.R.; Sec. 7(c) Export Administration Act of 1969, P.L. 91-184)

Customs Authentication (For Customs use only.)

FILING

JUN - 3 1974

FILE NO. (For Customs use only.)

Do Not Use This Area

District Port Country (For customs
use only)

47

01

1. FROM (U. S. Port of Export)

2. METHOD OF TRANSPORTATION (check one):

JFK AIRPORT, N.Y.

☐ Vessel
(incl. ferry)☒ Air☐ Other (Specify)

2a. EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline.)

AMERICAN AIR LINES

3. EXPORTER (Principal or seller—licensee)

AMERICAN BANK NOTE COMPANY,

ADDRESS (Number, street, place, state)

70 BROAD STREET, NEW YORK, N. Y. 10004

4. AGENT OF EXPORTER (Forwarding agent)

SAME

ADDRESS (Number, street, place, state)

SAME

5. ULTIMATE CONSIGNEE

ADDRESS (Place, country)

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT-AU-PRINCE,

6. INTERMEDIATE CONSIGNEE

ADDRESS (Place, country) HAITI, ATTN: SENIOR SUB-

SAME

SAME

MANAGER

FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

8. PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment.)

PORT-AU-PRINCE

PORT-AU-PRINCE, HAITI

MARKS AND NOS.	NUMBER AND KIND OF PACKAGES, DESCRIPTION OF COMMODITIES, EXPORT LICENSE NUMBER, EXPIRATION DATE (OR GENERAL LICENSE SYMBOL) (Describe commodities in sufficient detail to permit verification of the Schedule B commodity numbers assigned. Do not use general terms. Insert required license information on line below description of each item)	SHIPPING (Gross) WEIGHT IN POUNDS* (required for vessel and air shipments only)	SPECIFY "D" OR "F" OR "E"	SCHEDULE B COMMODITY No.	NET QUANTITY IN SCHEDULE B UNITS (State unit)	VALUE AT U. S. PORT OF EXPORT (Selling price or cost if not sold, including inland freight, insurance and other charges to U. S. port of export) (Nearest whole dollar; omit cents figures)
(9)	(10)	(11)	(12)	(13)	(14)	(15)
	10 CASES PRINTED MATTER	1580	D	892,9850	1300 LBS.	48783.
	LICENSE NO. G-DEST					
	BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI					
	PORT-AU-PRINCE, HAITI					
	ATTN: SENIOR SUB-MANAGER					
	MADE IN U.S.A.					
	PRINTED MATTER - UNISSUED					
	BANK NOTE FORMS)					
	#1610/1619					

These commodities licensed by the U. S. for ultimate destination..... Diversion contrary to U. S. law prohibited.

16. WAYBILL OR MANIFEST No. (of Exporting Carrier)

001-99409730

17. DATE OF EXPORTATION (Not required for shipments by vessel)

MAY 29, 1974

18. THE UNDERSIGNED HEREBY AUTHORIZES

TO ACT AS FORWARDING AGENT FOR EXPORT CONTROL AND CUSTOMS PURPOSES.

(Name and address—Number, street, place, State)

EXPORTER AMERICAN BANK NOTE COMPANY

(DULY AUTHORIZED

BY OFFICER OR EMPLOYEE)

SPECIAL ATT'Y

19. I CERTIFY THAT ALL STATEMENTS MADE AND ALL INFORMATION CONTAINED IN THIS EXPORT DECLARATION ARE TRUE AND CORRECT. I AM AWARE OF THE PENALTIES PROVIDED FOR FALSE REPRESENTATION. (See Paragraphs I (c), (e), on reverse side.)

Signature

(Duly authorized officer or employee of exporter or named forwarding agent)

For

AMERICAN BANK NOTE COMPANY - Special Att'y

(Name of corporation or firm, and capacity of signer; e.g., secretary, export manager, etc.)

Address 70 BROAD STREET, NEW YORK, N. Y. 10004

Declaration should be made by duly authorized officer or employee of exporter or of forwarding agent named by exporter.

*If shipping weight is not available for each Schedule B item listed in column (13) included in one or more packages, insert the approximate gross weight for each Schedule B item. The total of these estimated weights should equal the actual weight of the entire package or packages.

bDesignate foreign merchandise (reexports) with an "F" and exports of domestic merchandise produced in the United States or changed in condition in the United States with a "D." (See instructions on reverse side.)

All copies of the export declaration, bill of lading, and commercial invoice must show a destination control statement, when required. (See Department of Commerce Export Control Regulations.)

Do Not Use This Area

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V should not be filed for merchandise shipped intransit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for in-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph 1 (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the point of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried aboard each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify; i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications should be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Specify whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation, are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is not intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction VII (a) below.)

Column 14. - Insert the net quantity in Schedule B unit. State the unit of quantity shown; i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

IV. FOREIGN TRADE STATISTICS REGULATIONS - EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Printed and Sold by UNZ & CO., Inc., 24 Beaver Street, New York, N. Y. 10004

FACTURE CONSULAIRE

CONSULAT DE LA



REPUBLIQUE D'HAITI

CONSULAR INVOICE

B. L. No. _____

Marks & Marques) Merchandise Shipped on the S.S. American Air Lines on May 29, 1974
and Country of Origin Port-au-Prince, Haiti Nationality - Name (nom) Port-au-Prince Date of Sailing
Sailing from the Port of J.F.K. Airport, New York for Port-au-Prince Haiti
Partant du port de American Bank Note Company, 70 Broad St., New York,
Name and Address of Shipper Banque Nationale de la Republique D'Haiti
Nom et adresse de l'expéditeur
Consigned to order of Banque Nationale de la Republique D'Haiti
Consignées à l'ordre de
Notify Banque Nationale de la Republique D'Haiti of Port-au-Prince Haiti
Notifier de

Numbers Numeros	Number of pieces Nombre de colis	Nature of Packing Nature de l'emballage	Denomination and Details of Each Article (Quantity, Quality, Measure, Yardage, etc.) in Terms of the Haitian Tariff. Dénomination et détails de chaque article (quantité, qualité, mesure, yardage, etc.) dans les termes du Tarif Haitien.	Weights in Poids en Kilos		Values in U.S. Currency Valeur en Monnaie des E.U.
				Gross Brut	Net Net	
1610/1619	10	Cases	Printed Matter (Incomplete Bank Notes Forms)	590	720	\$8782.89



VU ET ENREGISTRE
LE CONSUL GENERAL
A NEW YORK

Wilson Florestal
WILSON FLORESTAL

We affirm that this invoice is a correct and faithful expression of the truth, l'affirme que cette facture est l'expression sincère et fidèle de la vérité, that it corresponds in every particular with our books, and that neither the qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle, usual designation, nor the weights, nor the quantity or quality, nor the value ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles and origin named therein are in any way altered, and are thereof exactly the qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que same than those appeared on our Export Declaration No. submitted to the U. S. Custom House. of (date) ceux accusés sur ma déclaration No. soumise à la Douane des Etats-Unis. du

New York, N.Y. Date May 24 1974

For Account of

Name of forwarding agent, broker or commissioner, etc.

American Bank Note Company

Shippers
Expéditeurs

Per: L.O. McGehee, Vice President

NOTE:—In all cases where the merchandise is taxed at net weight, the weight to be taxed of said merchandise will include all interior or immediate packing, including the paste board boxes or objects made of paste board, not subject to a higher tax. (Article 29, Law of July 26, 1926.)

Dans tous les cas où les marchandises sont taxées au poids net, le poids imposable des dites marchandises comprendra tous les emballages

Value of merchandise Valeur des marchandises		\$8782	89
Packing (if not included in the value of the merchandise) Emballage (s'il n'est pas compris dans la valeur des marchandises)			
Inland Freight, Bill of Lading, Wharfage and Trucking Charges Frêt et frais du cannaissance, embarquement et camionnage.		8782	89
Total F.O.B. Value			
Brokerage fees Commission d'achat			
Interest Intérêts			
Export Duties paid at Port of Origin Droits d'exportation acquittés au port d'origine		489	80
Ocean Freight and Bill of Lading Expenses (including embarquement and disembarking) Frêt et frais du cannaissance, embarquement et débarquement compris		17	89
Insurance Assurance			
*2% of F O B value \$		Gratis	
Consular fees: Droits consulaires:	Stamp on Inv. (\$1.20) B/L visa (\$2.00) Stamp on B/L (\$1.20)		
Other expenses Autres frais		2	50
Total amount of invoice Montant total de la facture		\$9293	08

FILING

JUN - 3 1974

MAY 30, 1974

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI

ATTENTION: SENIOR SUB-MANAGER

GENTLEMEN:

CONFIRMATION OF SHIPMENT

WE CONFIRM HAVING SHIPPED TO YOU BY AIR CARGO,
AMERICAN AIRLINES FLIGHT 657 OF MAY 29TH, COVERED BY
AWB 001-99409730, TEN (10) CASES, NOS. 1610/1619,
CONTAINING:

500,000 NOTES, 5 GOURDES, NOS. H 000001 - H 500000

WHICH IS A PARTIAL SHIPMENT OF YOUR ORDER DATED MARCH 16,
1974.

ENCLOSED PLEASE FIND OUR INVOICE OF MAY 29TH, IN
TRIPLICATE, IN THE AMOUNT OF U.S.\$9,293.08, COVERING THIS
SHIPMENT.

VERY TRULY YOURS,

AMERICAN BANK NOTE COMPANY

ENCL.

ASSISTANT MANAGER
INTERNATIONAL DIVISION

BCC: M. GEORGES N. LEGER



FILING

JUN - 5 1974

AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

MAY 29, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

DR.

OUR
ORDER

2-0157-484

YOUR
ORDER

MARCH 16, 1974

DATE OF
SHIPMENTTERMS: NET,
F.O.B.N.Y.

THIRTY (30) CASES, CONTAINING:

1,500,000 NOTES, 5 GOURDES, NOS. H 500001 - H1000000
J 000001 - J1000000

CASE NO.

QUANTITY

NUMBERS

CASE NO.

QUANTITY

NUMBERS

1620	50,000	H500001 - H550000	1635	50,000	J250001 - J300000
1621	50,000	H550001 - H600000	1636	50,000	J300001 - J350000
1622	50,000	H600001 - H650000	1637	50,000	J350001 - J400000
1623	50,000	H650001 - H700000	1638	50,000	J400001 - J450000
1624	50,000	H700001 - H750000	1639	50,000	J450001 - J500000
1625	50,000	H750001 - H800000	1640	50,000	J500001 - J550000
1626	50,000	H800001 - H850000	1641	50,000	J550001 - J600000
1627	50,000	H850001 - H900000	1642	50,000	J600001 - J650000
1628	50,000	H900001 - H950000	1643	50,000	J650001 - J700000
1629	50,000	H950001 - H1000000	1644	50,000	J700001 - J750000
1630	50,000	J000001 - J050000	1645	50,000	J750001 - J800000
1631	50,000	J050001 - J100000	1646	50,000	J800001 - J850000
1632	50,000	J100001 - J150000	1647	50,000	J850001 - J900000
1633	50,000	J150001 - J200000	1648	50,000	J900001 - J950000
1634	50,000	J200001 - J250000	1649	50,000	J950001 - J1000000

MARKS

BANQUE NATIONALE DE LA
REPUBLIQUE D'HAITI
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER
MADE IN U.S.A.
(PRINTED MATTER - UNISSUED
BANK NOTE FORMS)
#1620/1649

NET WEIGHT: 1680 KILOS

GROSS WEIGHT: 2250 KILOS

VIA: AMERICAN AIRLINES

VALUE: U.S.\$27,946.79 C.I.F. PORT-AU-PRINCE

AMERICAN BANK NOTE COMPANY

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES

VICE PRESIDENT

American Airlines Freight System

AIR WAYBILL NUMBER		AIRPORT OF DEPARTURE	EXECUTION DATE	TC	CHGS. CODE	CUR CY CODE	FOR CARRIER USE ONLY	
AIRLINE PREFIX	SERIAL NO.		DAY / MTH. / YR.				FLIGHT / DAY	FLIGHT / DAY
001	99409741	JFK						001 99409741
AIRPORT OF DEPARTURE (ADDRESS OF FIRST CARRIER) AND RSTD ROUTING		AIRPORT OF DESTINATION		FLIGHT / DAY		FLIGHT / DAY		
JFK INTERNATIONAL AIRPORT		PORT AU PRINCE		657/03				
ROUTING AND DESTINATION								
TO	BY FIRST CARRIER	TO	BY	TO	BY	TO	BY	
	AA							
CONSIGNEE'S ACCOUNT NUMBER		CONSIGNEE'S NAME AND ADDRESS						
		BANQUE NATIONALE DE# LA REPUBLIQUE D'HAITI DEPARTMENT COMMERCIAL PORT-AU PRINCE, HAITI ATTN: SENIOR SUB-MANAGER						
SHIPPER'S ACCOUNT NUMBER		SHIPPER'S NAME AND ADDRESS						
		AMERICAN BANK NOTE COMPANY 70 BROAD STREET NEW YORK, NEW YORK						
ISSUING CARRIER'S AGENT ACCOUNT NO.		ISSUING CARRIER'S AGENT NAME AND CITY						
990195-8		P.I.E. AIRFREIGHT FORWARDING INC. JAMAICA, NEW YORK						
AGENT'S IATA CODE								
CURRENCY	DECLARED VALUE FOR CARRIAGE	DECLARED VALUE FOR CUSTOMS	AMOUNT OF INSURANCE					
US\$	MAX FREE	\$26,356	NONE					
WEIGHT CHARGE AND VALUATION CHARGE		ACCOUNTING INFORMATION						
PREPAID	COLLECT	PREPAID	COLLECT					
XX		XX						
No. of Packages	ACTUAL GROSS WEIGHT	Kg./lb.	RATE CLASS	COMMODITY ITEM NO.	CHARGEABLE WEIGHT	RATE / CHARGE	TOTAL	NATURE AND QUANTITY OF GOODS (INCL DIMENSIONS OR VOLUME)
THIRTY (30) CASES	4950 L			GC	4950	\$0.31	\$1534.50	PRINTED MATTER-UNISSUED BANK NOTE FORMS
MUST RIDE ***BOOKED & CONFIRMED ON FLIGHT 657 #JUNE 3, 1974***								
30	4950						\$1534.50	
These commodities licensed by the United States for ultimate destination. <u>HAITI</u> Diversion contrary to United States law prohibited.								
PREPAID	PREPAID WEIGHT CHARGE	PREPAID VALUATION CHARGE	TOTAL OTHER PREPAID CHARGES		TOTAL PREPAID		FOR CARRIER'S USE ONLY AT DESTINATION	
	\$1,534.50		DUE CARRIER DUE AGENT					
OTHER CHARGES (EXCEPT WEIGHT CHARGE AND VALUATION CHARGE)							COLLECT CHARGES IN DESTINATION CURRENCY ONLY	
							COD AMOUNT	
							TOTAL CHARGES	
COLLECT	COLLECT WEIGHT CHARGE	COLLECT VALUATION CHARGE	TOTAL OTHER COLLECT CHARGES		COD AMOUNT		TOTAL COLLECT	
			DUE CARRIER DUE AGENT					
HANDLING INFORMATION								

SEE CONDITIONS ON REVERSE HEREOF
ORIGINAL 3 (FOR SHIPPER)NOT NEGOTIABLE
AIR WAYBILL
(AIR CONSIGNMENT NOTE)American Airlines, Inc.
NEW YORK, N. Y. 10017, U.S.A.ISSUED BY
JUN - 5 1974

If the carriage involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and the Convention governs and in most cases limits the liability of carriers in respect of loss or damage to cargo. Agreed stopping places are those places (other than the places of departure and destination) shown under requested routing and/or those places shown in carriers' timetables as scheduled stopping places for the route. Address of first carrier is the airport of departure. SEE CONDITIONS ON REVERSE HEREOF.

The shipper certifies that the particulars on the face hereof are correct and agrees to the CONDITIONS ON REVERSE HEREOF.

SIGNATURE OF SHIPPER

R.E. DALY
BY BROKER/AGENT

Carrier certifies goods described below were received for carriage subject to the CONDITIONS ON REVERSE HEREOF, the goods then being in apparent good order and condition except as noted hereon.

MAY 31, 1974 | JAMAICA, NEW YORK
EXECUTED ON (DATE) AT (PLACE)

SIGNATURE OF ISSUING CARRIER OR ITS AGENT

COPIES 1, 2 and 3 of this Air Waybill are originals and have the same validity

INSURANCE: If shipper requests insurance in accordance with conditions on reverse hereof, indicate amount to be insured in figures in box marked "AMOUNT OF INSURANCE".

"If the carriage involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and the Convention governs and in most cases limits the liability of carriers in respect of loss of or damage to cargo."

CONDITIONS OF CONTRACT

- (1) As used in this contract, 'Convention' means the Convention for the Unification of Certain Rules relating to International Carriage by Air, signed at Warsaw, October 12, 1929, or that Convention as amended by The Hague Protocol, 1955 whichever may be applicable to carriage hereunder, "air waybill" is equivalent to "air consignment note", "shipper" is equivalent to "consignor", "carriage" is equivalent to "transportation" and "Carrier" includes the air carrier issuing this air waybill and all air carriers that carry the goods hereunder or perform any other services related to such air carriage. For the purposes of the exemption from and limitation of liability provisions set forth or referred to herein, "Carrier" includes agents, servants, or representatives of any such air carrier. Carriage to be performed hereunder by several successive carriers is regarded as a single operation.
- (2) (a) Carriage hereunder is subject to the rules relating to liability established by the Convention, unless such carriage is not "international carriage" as defined by the Convention. (See Carrier's tariffs for such definition.)
(b) To the extent not in conflict with the foregoing, carriage hereunder and other services performed by each Carrier are subject to (i) applicable laws (including national laws implementing the Convention), government regulations, orders, and requirements, (ii) provisions herein set forth, and (iii) applicable tariffs, rules, regulations and timetables (but not the times of departure and arrival therein) of such carrier which are made part hereof and which may be inspected at any of its offices and at airports from which it operates regular services.
(c) For the purposes of the Convention, the agreed stopping places (which may be altered by Carrier in case of necessity) are those places, except the place of departure and the place of destination, set forth on the face hereof or shown in Carrier's timetables as scheduled stopping places for the route.
(d) In the case of carriage subject to the Convention, the shipper acknowledges that he has been given an opportunity to make a special declaration of the value of the goods at delivery and that the sum entered on the face of the air waybill as "Shipper's Declared Value - For Carriage," if in excess of 250 French gold francs (consisting of 65 1/2 milligrams of gold with a fineness of 900 thousands) or their equivalent per kilogram, constitutes such special declaration of value.
- (3) Insofar as any provision contained or referred to in this air waybill may be contrary to mandatory law, government regulations, or requirements, such provision shall remain applicable to the extent that it is not overridden thereby. The invalidity of any provision shall not affect any other hereof.
- (4) Except as the Convention or other applicable law may otherwise require: (a) Carrier is not liable to the shipper or to any other person for any damage, delay or loss of whatsoever nature (hereinafter collectively referred to as "damage") arising out of or in connection with the carriage of the goods, unless such damage is proved to have been caused by the negligence or wilful fault of Carrier and there has been no contributory negligence of the shipper, consignee or other claimant; (b) Carrier is not liable for any damage directly or indirectly arising out of compliance with laws, government regulations, orders or requirements or from any cause beyond Carrier's control; (c) the charges for carriage having been based upon the value declared by the shipper, it is agreed that any liability shall in no event exceed the shipper's declared value for carriage stated on the face hereof, and in the absence of such declaration by shipper, liability of Carrier shall not exceed 250 such French gold francs, or their equivalent per kilogram of goods destroyed, lost, damaged or delayed; all claims shall be subject to proof of value; (d) a carrier issuing an air waybill for carriage exclusively over the lines of others does so only as a sales agent.
- (5) It is agreed that no time is fixed for the completion of carriage hereunder and that Carrier may without notice substitute alternate carriers or aircraft. Carrier assumes no obligation to carry goods by any specified aircraft or over any particular route or routes or to make connection at any point according to any particular schedule, and Carrier is hereby authorized to select, or deviate from the route or routes of shipment, notwithstanding that the same may be stated on the face hereof. The shipper guarantees payment of all charges and advances.
- (6) The goods, or packages said to contain the goods, described on the face hereof, are accepted for carriage from their receipt at Carrier's terminal or airport office at the place of departure to the airport at the place of destination. If so specifically agreed, the goods or packages said to contain the goods, described on the face hereof, are also accepted for forwarding to the airport of departure and for reforwarding beyond the airport of destination. If such forwarding or reforwarding is by carriage operated by Carrier, such carriage shall be upon the same terms as to liability as set forth in Paragraphs 2 and 4 hereof. In any other event, the issuing carrier and last carrier, respectively, in forwarding or reforwarding the goods, shall do so only as agents of the shipper, owner, or consignee, as the case may be, and shall not be liable for any damage arising out of such additional carriage, unless proved to have been caused by its own negligence or wilful fault. The shipper, owner and consignee hereby authorizes such carriers to do all things deemed advisable to effect such forwarding or reforwarding, including, but without limitation, selection of the means of forwarding or reforwarding and the routes thereof (unless these have been herein specified by the shipper), execution and acceptance of documents of carriage (which may include provisions exempting or limiting liability) and consigning of goods with no declaration of value, notwithstanding any declaration of value in this air waybill.
- (7) Carrier is authorized (but shall be under no obligation) to advance any duties, taxes or charges and to make any disbursements with respect to the goods, and the shipper, owner and consignee shall be jointly and severally liable for the reimbursement thereof. No Carrier shall be under obligation to incur any expense or to make any advance in connection with the forwarding or reforwarding of the goods except against repayment by the shipper. If it is necessary to make customs entry of the goods at any place, the goods shall be deemed to be consigned at such place to the person named on the face hereof as customs consignee or, if no such person be named, to the carrier carrying the goods to such place or to such customs consignee, if any, as such carrier may designate.
- (8) At the request of the shipper, and if the appropriate premium is paid and the fact recorded on the face hereof, the goods covered by this air waybill are insured on behalf of the shipper under an open policy for the amount requested by the shipper as set out on the face hereof (recovery being limited to the actual loss or damage not exceeding the insured value) against all risks of physical loss or damage from any external cause whatsoever, except those arising directly or indirectly from war risks, strikes, riots, hostilities, legal seizure or delay or inherent vice, and subject to the terms and conditions of such open policy which is available for inspection by the shipper. Claims under such policy must be reported immediately to an office of Carrier.
- (9) Except as otherwise specifically provided in this contract, delivery of the goods will be made only to the consignee named on the face hereof, unless such consignee is one of the Carriers participating in the carriage, in which event delivery shall be made to the person indicated on the face hereof as the person to be notified. Notice of arrival of the goods will, in the absence of other instruction, be sent to the consignee, or the person to be notified, by ordinary methods; Carrier is not liable for non-receipt or delay in receipt of such notice.
- (10) (a) No action shall be maintained in the case of damage to goods unless a written notice, sufficiently describing the goods concerned, the approximate date of the damage, and the details of the claim, is presented to an office of Carrier within 7 days from the date of receipt thereof, in the case of delay unless presented within 14 days from the date the goods are placed at the disposal of the person entitled to delivery, and in the case of loss (including non-delivery) unless presented within 120 days from the date of the issue of the air waybill; (b) Any rights to damages against Carrier shall be extinguished unless an action is brought within two years after the occurrence of the events giving rise to the claim.
- (11) The shipper shall comply with all applicable laws, customs and other government regulations of any country to, from, through or over which the goods may be carried, including those relating to the packing, carriage or delivery of the goods, and shall furnish such information and attach such documents to this air waybill as may be necessary to comply with such laws and regulations. Carrier is not liable to the shipper or any other person for loss or expense due to shipper's failure to comply with this provision.
- (12) No agent, servant or representative of Carrier has authority to alter, modify or waive any provision of this contract.

FILING

JUN - 5 1974

GOODS SHIPPED

TO ~~PAN AM~~ AT

AMERICANA AIRLINES, CARGO BLDG 123, JFK AIRPORT, JAMAICA, N.Y.

(CITY)

via.

(CARRIER)

from

(CITY)

by

(SUPPLIER IF OTHER THAN BELOW)

TO: PAN AMERICAN WORLD AIRWAYS, INC. (hereinafter called "Issuing Carrier") and the authorized agent (if any) of the Issuing Carrier to whom this letter of instructions is directed (hereinafter called The Agent).

The Issuing Carrier or the above designated Agent is hereby requested to accept delivery of the shipment described below and issue in respect thereof the Air Waybill of the Issuing Carrier (when prepared in accordance with the instructions and information herein contained and with the rules, regulations and requirements of the Issuing Carrier and when signed on behalf of the undersigned Shipper, as hereinafter authorized) for air carriage of the said shipment by the air carriers participating in the transportation under the said Air Waybill, between the airports of departure and destination set forth in the said Air Waybill and for any appropriate forwarding, reforwarding and consignment for carriage of the said shipment by other transportation agencies; all subject to and in accordance with the terms, exceptions, provisions and conditions stated and referred to in said Air Waybill as issued for such shipment and to the classifications, tariffs, rates, rules, regulations, conditions and schedules referred to in said Air Waybill.

REQUESTED ROUTING (IF DESIRED)

AIRPORT OF DESTINATION

(Last point to which
air carriage desired)

PORT-AU-PRINCE

CONSIGNEE'S NAME

STREET ADDRESS

CITY AND COUNTRY

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI

DEPARTEMENT COMMERCIAL - PORT-AU-PRINCE, HAITI - ATTN: SENIOR SUB-MANAGER

SHIPPER'S NAME

STREET ADDRESS

CITY AND COUNTRY

AMERICAN BANK NOTE COMPANY, 70 BROAD ST., NEW YORK, N.Y. 10004

CHARGES: ☒ PREPAID(MARK ONE
TO APPLY)

COLLECT

(If Service Available)

DECLARED VALUE FOR CARRIAGE

\$27,947.

INSURANCE - AMOUNT REQUESTED

NONE

SHIPPER'S C. O. D.

NUMBER OF
PACKAGESTOTAL
GROSS
WEIGHT

NATURE AND QUANTITY OF GOODS

30

4950

WOODEN CASES
#1620/1649

(165 EA.CASE)

PRINTED MATTER - UNISSUED BANK NOTE FORMS

(VALUE FOR CUSTOMS - \$26,356.)

BOOKED FOR FLIGHT 657 - JUNE 3 - MONDAY.
UNDER AWB 001-99409741.

MUST RIDE

MARKS

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI

PORT-AU-PRINCE, HAITI

ATTN: SENIOR SUB-MANAGER

MADE IN U.S.A.

(PRINTED MATTER - UNISSUED
BANK NOTE FORMS)

#1620/1649

For additional instructions and provisions, all of which are made a part of this letter of instructions, see the reverse side hereof.

SIGNATURE

DATE MAY 29, 1974

DISTRIBUTION OF COPIES: ORIGINAL: Deliver with shipment.
DUPLICATE: If insurance requested, Mail to PAN AM Office issuing Air Waybill.
TRIPLICATE: For Shipper's file.

SPECIAL HANDLING INFORMATION (INCLUDING MARKS, NUMBERS AND METHOD OF PACKING)

P
R
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P
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D

WEIGHT CHARGE	VALUATION CHARGE	TOTAL OF AIRLINE CHARGES BELOW	AWB FEE	CODE	TOTAL OF NON-AIRLINE CHARGES BELOW	ORIGIN	DESTINATION
AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AWB FEE							
INSURANCE CHARGE							
TOTAL PREPAID	AIRLINE AND NON-AIRLINE CHARGES, CONTINUED						

C
O
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C
T

WEIGHT CHARGE	VALUATION CHARGE	TOTAL OF AIRLINE CHARGES BELOW	Agent's Disbursements	TOTAL OF NON-AIRLINE CHARGES BELOW	ORIGIN	DESTINATION
AIRLINE AND NON-AIRLINE CHARGES, OTHER THAN WEIGHT CHARGE, VALUATION CHARGE AND AGENT'S DISBURSEMENTS						
INSURANCE CHARGE						
COD AMOUNT	COD FEE	AIRLINE AND NON-AIRLINE CHARGES, CONTINUED				

PAN AM AGENT..... IATA No.

ADDRESS..... DATE.....

Additional instructions and provisions referred to on the face hereof:

It is understood that if the Shipper has not indicated on the face hereof whether charges are to be prepaid or collect, the Shipper thereby authorizes the shipment to be forwarded at Issuing Carrier's option charges collect wherever such service is available; wherever charges collect service is not available, Shipper thereby authorizes the shipment to be forwarded charges prepaid. Shipper hereby guarantees payment of all charges and advances, prepaid and collect.

If the Shipper has requested insurance in the manner provided for on the face hereof, it is understood that the shipment will be insured in the amount specified for insurance set out on the face hereof in accordance with and subject to the provisions relating to Shipper's insurance set forth in the Issuing Carrier's current tariffs.

The Shipper hereby authorizes the designated Agent, in the name and on behalf of the Shipper, to sign and accept said Air Waybill. If no person or company is designated as The Agent then the Shipper hereby authorizes the Issuing Carrier in the name and on behalf of the Shipper, to sign the Air Waybill. If the Air Waybill is signed on behalf of the Shipper by the Issuing Carrier, such signing, together with the mailing by the Issuing Carrier to the Shipper of the original of the Air Waybill shall be deemed to be valid delivery to and acceptance by the Shipper of the Air Waybill. In preparing, signing and accepting the Air Waybill on behalf of the Shipper, the Issuing Carrier does so as a gratuitous service and it shall not be liable for any loss, damage or expense incurred by the Shipper as a result of or in connection with the incorrectness or omission of any particulars or statements set forth in the Air Waybill in the Shipper's behalf.

If the shipment is a C.O.D. shipment the Shipper agrees that the Carrier delivering the shipment to the consignee may, irrespective of the currency in which the C.O.D. is designated on the face hereof or on the Air Waybill, collect the C.O.D. in the currency of the country of delivery and may, at its option, remit the C.O.D. to the Shipper in such currency of collection.

It is understood that the liability of the Carriers shall not exceed the amount of Shipper's Declared Value for Carriage stated on the face hereof, upon which in part the charges of such Carriers will be fixed.

It is understood that prior to the commencement of the transportation of the shipment the Shipper must deliver with the shipment all documents necessary for Customs purposes at point of export and in country of destination.

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V should not be filed for merchandise shipped in-transit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for in-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph I (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office, and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the port of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried aboard each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify; i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications should be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Specify whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction VII (a) below.)

Column 14. - Insert the net quantity in Schedule B unit. State the unit of quantity shown; i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

IV. FOREIGN TRADE STATISTICS REGULATIONS - EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Printed and Sold by UNZ & CO., Inc., 24 Beaver Street, New York, N. Y. 10004

FACTURE CONSULAIRE

CONSULAT DE LA



REPUBLICQUE D'HAITI

CONSULAR INVOICE

B. L. No.

FILING

JUN - 5 1974

Marks (Marques) and Country of Origin
Banque Nationale de la Republique D'Haiti
Port-Au-Prince, Haiti
Attn: Senior Sub-Manager
Made in U.S.A. (Printed Matter-Unissued Bank Note Forms)

Merchandise Shipped on the S.S. AMERICAN AIRLINES on JUNE 3, 1974
Marchandises expédiées sur le S.S. Nationality - Name (nom) le Date of Sailing
Sailing from the Port of J.F.K. AIRPORT, NEW YORK for PORT-AU-PRINCE Haiti
Partant du port de
Name and Address of Shipper AMERICAN BANK NOTE COMPANY, 70 BROAD ST., NEW YORK
Nom et adresse de l'expéditeur
Consigned to order of BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
Consignées à l'ordre de
Notify BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI of PORT-AU-PRINCE, HAITI
Notifier de

Numbers Numeros	Number of pieces Nombre de colis	Nature of Packing Nature de l'emballage	Denomination and Details of Each Article (Quantity, Quality, Measure, Yardage, etc.) in Terms of the Haitian Tariff. Dénomination et détails de chaque article (quantité, qualité, mesure, yardage, etc.) dans les termes du Tarif Haitien.	Weights in Poids en KILOS		Values in U.S. Currency Valeur en Monnaie des E.U.
				Gross Brut	Net Net	
1620/1649	30	CASES	PRINTED MATTER (INCOMPLETE BANK NOTE FORMS)	2250	1680	\$26,355.99

VU ET ENREGISTRE
LE CONSUL GENERAL D'HAITI
A NEW YORK

WILSON ALORESTAL



We affirm that this invoice is a correct and faithful expression of the truth, J'affirme que cette facture est l'expression sincère et fidèle de la vérité, that it corresponds in every particular with our books, and that neither the qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle, usual designation, nor the weights, nor the quantity or quality, nor the value ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles and origin named therein are in any way altered, and are thereof exactly the qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que same than those appeared on our Export Declaration No. of (date) submitted to the U. S. Custom House. ceux accusés sur ma déclaration No. du soumise à la Douane des Etats-Unis.

NEW YORK, N.Y., Date MAY 29 1974

Name of forwarding agent, broker or commissioner, etc. For Account of

Shippers AMERICAN BANK NOTE COMPANY
Expéditeurs

Per: L.O. MCGHEE, VICE PRESIDENT

NOTE:—In all cases where the merchandise is taxed at net weight, the weight to be taxed of said merchandise will include all interior or immediate packing, including the paste board boxes or objects made of paste board, not subject to a higher tax. (Article 29, Law of July 26, 1926.)

Dans tous les cas où les marchandises sont taxées au poids net, le poids imposable des dites marchandises comprendra tous les emballages intérieurs ou immédiats, y compris les cartons ou objets en carton, non soumis à un droit plus élevé (Article 29, loi du 26 Juillet, 1926.)

ARRANGEMENT OF DOCUMENTS:

3 Consular Invoices and 3 Original Bills of lading clipped or stapled to gether, the invoice on top.

To each of the remaining Consular invoices a copy of signed B/L must be stapled and the whole set clipped together.

Value of merchandise	\$26355.99
Valeur des marchandises	
Packing (if not included in the value of the merchandise)	
Emballage (s'il n'est pas compris dans la valeur des marchandises)	
Inland Freight, Bill of Lading, Wharfage and Trucking Charges	
Frêt et frais du connaissement, embarquement et camionnage.	
Total F.O.B. Value	\$26355.99
Brokerage fees	
Commission d'achat	
Interest	
Intérêts	
Export Duties paid at Port of Origin	
Droits d'exportation acquittés au port d'origine	
Ocean Freight and Bill of Lading Expenses (including embarking and disembarking)	1534.50
Frêt et frais du connaissement, embarquement et débarquement compris	
Insurance	53.80
Assurance	
Consular fees:	*2% of F O B value \$
Droits consulaires:	Stamp on Inv. (\$1.20)
Other expenses	B/L visa (\$2.00)
Autres frais	Stamp on B/L (\$1.20)
Total amount of invoice	2.50
Montant total de la facture	\$27946.70

CONSULAR INVOICE FEES

*For any merchandise being shipped by boat to Haiti and whose value FOB is inferior to \$200.00—the fee is \$3.00 plus B/L visa and Stamps 7.40
Over \$200.00—the fee is 2% on the value FOB plus B/L visa and Stamps
Visa for Certificate of Origin \$2.00 plus Stamp \$1.20 3.20
Visa for Commercial Invoice if requested \$2.00 plus Stamp \$1.20 3.20
ADDITIONAL FEES:
Visa on Consular Invoice requested after 4 p.m. 2.00*
Visa on Consular Invoice requested on holidays

EXEMPTION

RCA

FILING
JUN - 5 1974

Global Telegram

Full Rate ☐ Letter Telegram ☐ Press ☐ (Full Rate unless otherwise marked). This telegram will be transmitted electronically by cable, radio, or satellite.

Sender's Name and Address AMERICAN BANK NOTE COMPANY, 70 BROAD ST., N.Y.C. Account Number _____

All telegrams are accepted subject to the rates, rules, and regulations as set forth in the applicable tariff of RCA Global Communications, Inc. on file with the F.C.C.

(BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI)

To INSULAIRE
PORT-AU-PRINCE (HAITI)

Via RCA
Insert "RCA"

MAY 31, 1974

FOR BONNEFIL

WE PAID ALICE 305 DOLLARS WILL COLLECT 657 MORE JUNE 3.

BANKNOTE

OK JPS.

TO FILE INTERNATIONAL TELEGRAMS VIA RCA...

From anywhere in the United States,

Telephone: 212-363-4141 or the Western Union office nearest you, specifying "VIA RCA" immediately following the city destination.

TWX machine: Dial the toll-free number 810-621-7850, or the RCA office nearest you:
New York—710-581-5151
Washington, D.C.—710-822-1917
San Francisco—910-372-7390

Western Union domestic telex:

Dial the toll-free number 1042. If 1042 is busy, dial 1044 and specify "VIA RCA."
Or dial the RCA office nearest you:
New York—12-7276
Washington, D.C.—89-2678
San Francisco—34-0968

Traffic Offices, Continental U.S.A.

In NEW YORK CITY,

Main Office: 60 Broad Street, New York 10004

To Send International Telegrams:

Telephone: 363-4141
Western Union telex: 12-7276
TWX (60 WPM): 212-571-1970
TWX (100 WPM): 710-581-5151
WATS Dataphone: 212-747-0113
Facsimile: 212-269-0111/1323
Messenger: 363-4272

You may also stop in or telephone any of these convenient Public Offices:

54 Wall Street	944-3650
111 Broadway	732-3377
132 Franklin St.	925-4891
31 Union Square West	675-4150
35 West 31st St.	695-2472
25 West 43rd St.	279-0572
405 Lexington Ave.	986-6580
30 Rockefeller Plaza	247-5525
330 West 58th St.	247-6210
204 East 58th St.	755-8109
Waldorf Astoria Hotel	758-1200
U.N. Headquarters	355-6940
J. F. Kennedy Airport	656-5787

In SAN FRANCISCO,

Main Office: 135 Market St., San Francisco 94105

To Send International Telegrams:

Telephone: 415-421-4200
Western Union Telex: 34-0968
TWX (100 WPM): 910-372-7390
Dataphone: 415-433-3264
For Messenger Pick-Up: 415-421-4200

In WASHINGTON, D.C.

Main Office: 2030 M St., N.W., Wash., D.C. 20036

To Send International Telegrams:

Telephone: 703-558-4321
Western Union Telex: 89-2678
TWX (60 WPM): 202-965-0833
TWX (100 WPM): 710-822-1917
For Messenger Pick-Up: 703-558-4325

Overseas Traffic Offices

DOMINICAN REPUBLIC, SANTO DOMINGO
Edificio Diez, Calle Conde 35, Tel. 682-2887

GUAM, AGANA

Ada Plaza Center, Tel. 7916

HAITI, PORT-AU-PRINCE

Maison Leger, Place Geffard, Tel. 3322

HAWAII, HONOLULU

223 South King Street, Tel. 537-2521

MARIANA ISLANDS, SAIPAN

Joeten Center Tel. 6456

PHILIPPINE REPUBLIC, MANILA

Commercial Center, P.O. Box 750,
Makati, Rizal, Tel. 89-18-61

PUERTO RICO, SAN JUAN

701 Avenida Ponce de Leon,
Miramar, P.R., Tel. 723-6170

Liability limited to \$500 except for repeated or specially valued service which is available upon request.

RCA
Global
Communications



4th COPY

N21759

AMERICAN BANK NOTE COMPANY

EXECUTIVE OFFICES
(FOR CORRESPONDENCE ONLY)

70 BROAD STREET - NEW YORK, N. Y. 10004

212/944-6200

FILING

JUNE 3, 1974

JUN - 5 1974

FOR REMITTANCE ONLY
TO NEAREST POST OFFICE BOX:BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
PORT-AU-PRINCE, HAITIP. O. BOX 5457
CHURCH STREET STATION
NEW YORK, NEW YORK 10008
D-U-N-S 290-1452P. O. BOX 91371
CHICAGO, ILLINOIS 60690
D-U-N-S 290-1460P. O. BOX 360366M
PITTSBURGH, PA. 15230
D-U-N-S 00-494-9061

RETURN COPY WITH REMITTANCE

SALES OFFICE NO.	SALESMAN'S NO.	OUR ORDER	YOUR ORDER	TERMS: NET DUE ON RECEIPT OF INVOICE F. O. B. C.I.F.
201	90	2-0157-484	MARCH 16, 1974	PORT-AU-PRINCE

1,500,000 NOTES, 5 GOURDES

NOS. H500001 TO H1000000

J000001 TO J1000000

C.I.F. PORT-AU-PRINCE \$26,700.00

OCEAN FREIGHT
INSURANCE
CONSULAR BLANKS\$304.80
36.71
2.50

F.O.B. NEW YORK

344.01
\$26,355.99AIR CARGO
INSURANCE
CONSULAR BLANKS\$1,534.50
53.80
2.501,590.80
C.I.F. PORT-AU-PRINCE \$27,946.7930 CASES - NOS. 1620/1649
VIA: AMERICAN AIRLINES

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

SELLER CONFIRMS THAT ALL GOODS SOLD OR TO BE SOLD TO YOU BY IT HAVE BEEN OR WILL BE PRODUCED BY IT IN COMPLIANCE WITH THE APPLICABLE PROVISIONS OF THE FAIR LABOR STANDARDS ACT OF 1938, AS AMENDED.

FILING

JUN - 5 1974

JUNE 4, 1974

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI

ATTENTION: SENIOR SUB-MANAGER

GENTLEMEN:

CONFIRMATION OF SHIPMENT

WE CONFIRM HAVING SHIPPED TO YOU BY AIR CARGO,
AMERICAN AIRLINES FLIGHT 657 OF JUNE 3RD, COVERED BY
AWB 001-99409741, THIRTY (30) CASES, NOS. 1620/1649,
CONTAINING:

1,500,000 NOTES, 5 GOURDES, NOS. H500001 - H1000000
J000001 - J1000000

WHICH IS A PARTIAL SHIPMENT OF YOUR ORDER DATED MARCH 16,
1974.

ENCLOSED PLEASE FIND OUR INVOICE OF JUNE 3RD, IN
TRIPLICATE, IN THE AMOUNT OF U.S.\$27,946.79, COVERING
THIS SHIPMENT.

VERY TRULY YOURS,

AMERICAN BANK NOTE COMPANY

ENCL.

ASSISTANT MANAGER
INTERNATIONAL DIVISION

BCC: M. GEORGES N. LEGER

CUSTOMS BROKERS
INTERNATIONAL AIR FREIGHT
FORWARDER



BILLING STATION: 064/JFK

EXPORT

P.I.E.

AIR FREIGHT

SHIPPER'S NO.:

FILING

JUN - 7 1974

FMC. NO.

- AMERICAN BANKNOTE COMPANY.
- 70 BROAD STREET
- NEW YORK, NEW YORK
- ATTN MR DON WOOSTER

DATE		
6	3	74

OUR INVOICE NO.

990182-6

PLEASE REFER TO
THIS NUMBER WHEN
CORRESPONDING.

PAYMENT DUE UPON RECEIPT OF INVOICE

YOUR REFERENCE		DESCRIPTION OF SHIPMENT	
10/1580		PRINTED MATTER	
CARRIER	AA	AWB	ENTRY NO.
		9940 9730	
DATE			
5 29 74			
<input type="checkbox"/> CONSIGNEE			
<input checked="" type="checkbox"/> SHIPPER			

LINE NO.	DESCRIPTION	CHARGES
12	INLAND FREIGHT	
11	IATA AIR FREIGHT, & Other Airline Charges	489.80
16	SERVICE FEE	100.00
17	EXPORT DECLARATION	
13	EXPORT CARTAGE	
13	FIELD TRANSFER	
15	CONSULAR FEES	
14	INSURANCE (AIRLINE PREMIUM)	
14	MARINE INSURANCE PLACEMENT	
17	CERTIFICATE OF ORIGIN	
17	PROFORMA	

Recollectible — 489.80
Not Recollectible — 100.00

Banknote shipments

*Banque Nationale de la
Republique D'Haiti
2-0157-484*

*OK JP.
6/6/74*

MAIL REMITTANCES TO:
AIR FREIGHT FORWARDING, INC.
INTERNATIONAL AIR DIVISION

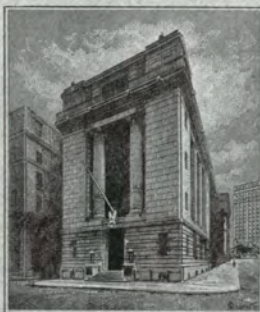
P. I. E. AIR FREIGHT FORWARDING

P. O. BOX 216 AMF STATION

JFK AIRPORT, JAMAICA, N. Y. 11430

Please Pay This
Amount of U.S. \$ 589.80

ORIGINAL INVOICE



FILING

JUN 24 1974

AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

JUNE 3, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

DR.

OUR ORDER 2-0157-484

YOUR ORDER MARCH 16, 1974

DATE OF SHIPMENT

TERMS: NET, F.O.B., N.Y.

SIXTY (60) CASES, CONTAINING:

3,000,000 NOTES, 5 GOURDES, NOS. K 000001 - K 1000000
L 000001 - L 1000000
M 000001 - M 1000000

(EACH CASE CONTAINS 50,000 NOTES)

CASE NO.	NUMBERS	CASE NO.	NUMBERS	CASE NO.	NUMBERS
1650	K000001 - K050000	1670	L000001 - L050000	1690	M000001 - M050000
1651	K050001 - K100000	1671	L050001 - L100000	1691	M050001 - M100000
1652	K100001 - K150000	1672	L100001 - L150000	1692	M100001 - M150000
1653	K150001 - K200000	1673	L150001 - L200000	1693	M150001 - M200000
1654	K200001 - K250000	1674	L200001 - L250000	1694	M200001 - M250000
1655	K250001 - K300000	1675	L250001 - L300000	1695	M250001 - M300000
1656	K300001 - K350000	1676	L300001 - L350000	1696	M300001 - M350000
1657	K350001 - K400000	1677	L350001 - L400000	1697	M350001 - M400000
1658	K400001 - K450000	1678	L400001 - L450000	1698	M400001 - M450000
1659	K450001 - K500000	1679	L450001 - L500000	1699	M450001 - M500000
1660	K500001 - K550000	1680	L500001 - L550000	1700	M500001 - M550000
1661	K550001 - K600000	1681	L550001 - L600000	1701	M550001 - M600000
1662	K600001 - K650000	1682	L600001 - L650000	1702	M600001 - M650000
1663	K650001 - K700000	1683	L650001 - L700000	1703	M650001 - M700000
1664	K700001 - K750000	1684	L700001 - L750000	1704	M700001 - M750000
1665	K750001 - K800000	1685	L750001 - L800000	1705	M750001 - M800000
1666	K800001 - K850000	1686	L800001 - L850000	1706	M800001 - M850000
1667	K850001 - K900000	1687	L850001 - L900000	1707	M850001 - M900000
1668	K900001 - K950000	1688	L900001 - L950000	1708	M900001 - M950000
1669	K950001 - K1000000	1689	L950001 - L1000000	1709	M950001 - M1000000

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.



FILING

JUN 24 1974

AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

JUNE 3, 1974

SHIPPING INVOICEBANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI

PAGE 2

*DR.*OUR
ORDER

2-0157-484

YOUR
ORDERDATE OF
SHIPMENTTERMS: NET,
F.O.B.N.Y.**MARKS**

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI
PORT-AU-PRINCE,
HAITI
ATTN: SENIOR
SUB-MANAGER
MADE IN U.S.A.
(PRINTED MATTER -
UNISSUED BANK NOTE
FORMS)
#1650/1709

NET WEIGHT: 3,360 KILOS

GROSS WEIGHT: 4,500 KILOS

VIA: S.S. "METEOR"

VALUE: U.S.\$53,400.00 C.I.F.
PORT-AU-PRINCE

AMERICAN BANK NOTE COMPANY

VICE PRESIDENT

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.

Form 7525-V
(Rev. JAN. 1, 1973)
(See Instructions on
Reverse Side)U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS—BUREAU OF INTERNATIONAL COMMERCE

SHIPPER'S EXPORT DECLARATION

OF SHIPMENTS FROM THE UNITED STATES

Export Shipments Are Subject To U. S. Customs Inspection

READ CAREFULLY THE INSTRUCTIONS ON BACK TO AVOID DELAY AT SHIPPING POINT

For shipments to foreign countries, where authentication of the Shipper's Export Declaration is required, the export declaration must be presented to and authenticated by Customs and a copy so authenticated delivered to the exporting carrier prior to exportation.

Declarations Should Be Typewritten Or Prepared In Ink

Form approved. Budget Bureau No. 41-R397.5.

CONFIDENTIAL — For use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. (Title 15, Sec. 30.91(a) C.F.R.; Sec. 7(c) Export Administration Act of 1969, P.L. 91-184)

Customs Authentication (For Customs use only.)

JUN 24 1974

FILE NO. (For Customs use only.)

Do Not Use This Area

District

Port

Country (For customs
use only)

1. FROM (U. S. Port of Export)

2. METHOD OF TRANSPORTATION (check one):

☐ Vessel
(incl. ferry)☐ Air☐ Other (Specify) _____

2a. EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline.)

3. EXPORTER (Principal or seller—licensee)

AMERICAN BANK NOTE COMPANY,

ADDRESS (Number, street, place, state)

70 BROAD STREET, NEW YORK, N. Y. 10004

4. AGENT OF EXPORTER (Forwarding agent)

SAME

ADDRESS (Number, street, place, state)

SAME

5. ULTIMATE CONSIGNEE

ADDRESS (Place, country)

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT-AU-PRINCE,

6. INTERMEDIATE CONSIGNEE

SAME

ADDRESS (Place, country)

SAME

HAITI, ATTN: SENIOR SUB-MGR.

7. FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

PORT-AU-PRINCE

8. PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment.)

PORT-AU-PRINCE, HAITI

MARKS AND NOS. (9)	NUMBER AND KIND OF PACKAGES, DESCRIPTION OF COMMODITIES, EXPORT LICENSE NUMBER, EXPIRATION DATE (OR GENERAL LICENSE SYMBOL) (Describe commodities in sufficient detail to permit verification of the Schedule B commodity numbers assigned. Do not use general terms. Insert required license information on line below description of each item) (10)	SHIPPING (Gross) WEIGHT IN POUNDS* (required for vessel and air shipments only) (11)	SPECIFY "D" OR "F" (12)	SCHEDULE B COMMODITY NO. (13)	NET QUANTITY IN SCHEDULE B UNITS (State unit) (14)	VALUE AT U. S. PORT OF EXPORT (Selling price or cost if not sold, including in- land freight, insur- ance and other charges to U. S. port of export) (Nearest whole dollar; omit cents figures) (15)
	60 CASES PRINTED MATTER LICENSE NO. G-DEST	9900	D	892,9850	7440 LBS.	\$52,712.
	BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE, HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - UNISSUED BANK NOTE FORMS) #1650/1709					

These commodities licensed by the U. S. for ultimate destination. Diversion contrary to U. S. law prohibited.

16. WAYBILL OR MANIFEST NO. (of Exporting Carrier)

17. DATE OF EXPORTATION (Not required for shipments by
vessel)

18. THE UNDERSIGNED HEREBY AUTHORIZES J.M. RODGERS CO. INC., CUSTOMS BROKERS, NEW YORK, N.Y.

TO ACT AS FORWARDING AGENT FOR EXPORT CONTROL AND CUSTOMS PURPOSES.

(Name and address—Number, street, place, State)

AMERICAN BANK NOTE COMPANY

(DULY AUTHORIZED

EXPORTER

BY OFFICER OR EMPLOYEE)

19. I CERTIFY THAT ALL STATEMENTS MADE AND ALL INFORMATION CONTAINED IN THIS EXPORT DECLARATION ARE TRUE AND CORRECT. I AM
AWARE OF THE PENALTIES PROVIDED FOR FALSE REPRESENTATION. (See Paragraphs I (c), (e), on reverse side.)

Signature

(Duly authorized officer or employee of exporter or named
forwarding agent)

For

AMERICAN BANK NOTE COMPANY - Special Att'y

(Name of corporation or firm, and capacity of signer; e.g., secretary,
export manager, etc.)

Address 70 BROAD STREET, NEW YORK, N. Y. 10004

Declaration should be made by duly authorized officer or employee of exporter or of forwarding agent
named by exporter.*If shipping weight is not available for each Schedule B item listed in column (13) included in one
or more packages, insert the approximate gross weight for each Schedule B item. The total of these
estimated weights should equal the actual weight of the entire package or packages.*Designate foreign merchandise (reexports) with an "F" and exports of domestic merchandise pro-
duced in the United States or changed in condition in the United States with a "D." (See instructions
on reverse side.)All copies of the export declaration, bill of lading, and commercial invoice must show a destination
control statement, when required. (See Department of Commerce Export Control Regulations.)

Do Not Use This Area

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V should not be filed for merchandise shipped intransit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for in-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph 1 (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the port of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried aboard each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify; i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications should be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Specify whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation, are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction VII (a) below.)

Column 14. - Insert the net quantity in Schedule B unit. State the unit of quantity shown; i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

IV. FOREIGN TRADE STATISTICS REGULATIONS - EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Printed and Sold by UNZ & CO., Inc., 24 Beaver Street, New York, N. Y. 10004

ROYAL NETHERLANDS STEAMSHIP CO. XXXXXXXXXXXXXXXXXXXX
 General Agents

FIVE WORLD TRADE CENTER, NEW YORK, N. Y. 10048

D/R No.

JUN 24 1974

(SPACES IMMEDIATELY BELOW ARE FOR SHIPPERS MEMORANDA—NOT PART OF DOCK RECEIPT)

DELIVERING CARRIER TO STEAMER

CAR NUMBER—REFERENCE

DOCK RECEIPT TO SHIPPER

ATTN: MR. DON WOOSTER

LP. 6/4/74

FORWARDING AGENT - REFERENCES

EXPORT DEC. NO.

E 4699 J M RODGERS CO. INC. 1 WTC. SUITE#2665, NEW YORK, FMC 431

DOCK RECEIPT

NON-NEGOTIABLE

SHIPPER

AMERICAN BANK NOTE CO. 70 BROAD STREET, NEW YORK, N.Y. 10004

CONSIGNEE TO

ORDER OF

ADDRESS ARRIVAL NOTICE TO

ALSO NOTIFY

VESSEL

VOYAGE NO.

FLAG

PIER

PORT OF LOADING

METEOR

SLG: 6/13/74

FT OF 39th ST. BKLYN

NEW YORK

PORT OF DISCHARGE (Where goods are to be delivered to consignee or on-carrier)

* PLACE OF DELIVERY (If goods are to be transhipped or forwarded at port of discharge)

PORT-AU-PRINCE

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS

NO. OF
PKGS.

DESCRIPTION OF PACKAGES AND GOODS

MEASURE-
MENT

GROSS WEIGHT

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI, DEPARTMENT
COMMERCIAL, PORT-
AU-PRINCE, HAITI
ATTN: SENIOR SUB-
MGR.
MADE IN U.S.A.
(PRINTED MATTER-
UNISSUED BANK NOTE
FORMS)

60

WD CASES: PRINTED MATTER
(INCOMPLETE BANK NOTE FORMS)

257-0

9900#

BOOKING NO. 12

#1650/1709

DIMENSIONS AND WEIGHTS OF PACKAGES TO BE SHOWN ON REVERSE SIDE

DELIVERED BY:

TRUCK }
LIGHTER }

ARRIVED— DATE TIME

UNLOADED— DATE TIME

CHECKED BY

PLACED IN SHIP ON DOCK LOCATION

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.



FOR THE MASTER

By RECEIVING CLERK

Date

2/24

ONLY CLEAN DOCK RECEIPT ACCEPTED

Started Date.....*

Finished Date.....

Location

WHICH WILL ENABLE US TO VERIFY CORRECTNESS OF SAME AND AVOID ALL DISPUTES
EXCEPT IF ANY ONE PACKAGE WEIGHS 4,480 LBS. OR OVER, THEN
WEIGHT MUST BE MENTIONED SEPARATELY.

FILING
JUN 24 1974

DELIVERING CARRIER TO STEAMER

DELIVERY DATE

DBCK RECEIPT TO SHIPPER

ATTN: MR. DON WOSSTER

LP. 6/4/74

1. Forwarding Agent—ADDRESS—REFERENCE NOS.

E 4699 J M RODGERS CO. INC. 1 WTC. SUITE#2665. NEW YORK, NYC 431

EXPORT DEC. No.

2. Method of Transportation (check one)

☐ VESSEL ☐ AIR ☐ OTHER (Specify)

DELIVERY INSTRUCTIONS

SHIPPER

AMERICAN BANK NOTE CO. 70 BROAD STREET, NEW YORK, N.Y. 10004

Ship

METE00R

Flag

SLG: 6/13/74

Pier

PT OF 39th ST. BKLYN

Port of Loading

NEW YORK

Port of Discharge from Ship

PORT-AU-PRINCE

For Transshipment To

PARTICULARS FURNISHED BY SHIPPER OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	CUBIC MEAS. OR KILOS	GROSS WEIGHT IN POUNDS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTMENT COMMERCIAL, PORT- AU-PRINCE, HAITI ATTN: SENIOR SUB- MGR. MADE IN U.S.A. (PRINTED MATTER- UNISSUED BANK NOTE FORMS) #1650/1709	60	WD CASES: PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) BOOKING NO. 12	257-0	9900#

PICK UP FROM:

DELIVER TO:

☒ CARRIER @ PIER ABOVE

☐ OTHER:

DELIVERY ONLY ON 6/12

DEAR MR DON WOOSTER,
PLEASE HANDLE IMMEDIATELY
DOCK RECEIPT.

CARTAGE ACCOUNT:

FORM D-3

APPERSON BUSINESS FORMS, INC. — LOS ANGELES — NEW YORK
WHSE NO. 0895

BANQUE NATIONALE
DE LA REPUBLIQUE
FRANCAISE

PORT-ALL-PRINCE

NEW YORK

SLG: 6/23/74

PT OF ORIGIN: NEW YORK

NEW YORK

AMERICAN BANK NOTE CO. 30 BROAD STREET, NEW YORK, N.Y. 10004

E 4899 J M RODGERS CO. INC. 1 WTC. SUITE 2500, NEW YORK, N.Y. 10004

DOCK RECEIPT TO SHIPPER ATTN: MR. DON WOOSTER

LP. 6/14/74

EXPORT MANAGER.

OTTO STRAUSS

BY

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665

NEW YORK, N.Y. 10048

FORWARDING INSTRUCTIONS



FILING
JUN 24 1974

F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD

From AMERICAN BANK NOTE COMPANY

Date JUNE 3, 1974

Address 70 BROAD ST., N.Y.C. 10004

Our Reference No. 2-0157-484

MARKS & NOS.	NO. AND KIND OF PACKAGES	CONTENTS	GROSS WEIGHT	NET WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE, HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - BANK NOTE FORMS) #1650/1709		30 WOODEN CASES - INCOMPLETE PRINTED MATTER - XXXXXX BANK NOTE FORMS (EA. CASE 28 1/2 X 16 1/2 X 14 1/2)	9900	7440	257 CU.FT.
EITHER ONE OF THESE CLAUSES MUST APPEAR ON YOUR INVOICES:			United States Law prohibits disposition of these commodities to the Soviet Bloc, Communist China, North Korea, Macao, Hong Kong, Communist Controlled areas of Viet Nam and Laos and Cuba unless otherwise authorized by the United States.		

SCHEDULE B COMMODITY NO.	SPECIFY A or B	GENERAL LICENSE (G. DEST.) A)	EXPORT LICENSE NO. B)
--------------------------	----------------	-------------------------------	-----------------------

MAKE BILLS OF LADING IN THE NAME OF **ALL CHARGES TO US** AS SHIPPER

CONSIGN TO ORDER OF

ULTIMATE CONSIGNEE (FULL NAME AND ADDRESS) BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI DEPARTEMENT COMMERCIAL PORT-AU-PRINCE, HAITI ATTN: SENIOR SUB-MGR.	PORT OF DISCHARGE PORT-AU-PRINCE VALUE FOR CUSTOMS PURPOSES \$52715. \$52712-00
--	--

INLAND FREIGHT TO BE PAID BY:	CARTAGE TO STEAMER TO BE PAID BY:	YOUR SERVICES TO BE PAID BY:	INSURANCE EFFECTED BY <input type="checkbox"/> US <input type="checkbox"/> CONSIGNEE
OCEAN FREIGHT TO BE PAID BY:	CONSUL FEES AND BLANKS TO BE PAID BY:	EFFECT INSURANCE FOR: \$	PREMIUM TO BE PAID BY:

COLLECT FOR OUR ACCOUNT	AMOUNT \$	METHOD OF COLLECTION <input type="checkbox"/> C.O.D. <input type="checkbox"/> S/D <input type="checkbox"/> L/C (ORIG. OR EXACT COPY OF L/C MUST ACCOMPANY THESE INSTRUCTIONS)
<input type="checkbox"/> OPEN ACCOUNT	NAME OF BANK FOR COLLECTION	

MAIL	ORIGINAL DOCUMENTS TO: TO US & 1 COPY N/N B/L NON-NEGOTIABLE COPIES TO:
------	---

SPECIAL INSTRUCTIONS OUR TRUCK WILL DELIVER TO PIER ON 6/12/74 AT A TIME DESIGNATED BY YOU. SHIPMENT WILL BE OFFLOADED IMMEDIATELY INTO A CONTAINER, SAID CONTAINER TO BE SEALED AND IMMEDIATELY PUT ON BOARD S.S. METEOR. METEOR SAILS 6/13

ENCLOSURES: EXPORT DECLARATION. & ~~XXXXXXXXXXXX~~ COPY FOR COMPLETING CONSULAR INVOICE

We hereby authorize you to sign and endorse all documents in connection with this shipment.
The above is a correct declaration and should the shipment for any cause be refused or returned, we agree to pay any and all charges incurred.
Claims for loss or damage to packages or contents waived unless insured.

Yours truly,

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048



FILING

JUN 24 1974

F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD

T
O

AMERICAN BANK NOTE COMPANY
70 BROD STREET
NEW YORK, NEW YORK 10004

DATE

JUNE 18

1974

DESCRIPTION

AS PER OCEAN B/L

SUBJECT TO TERMS AND CONDITIONS ON REVERSE HEREOF.

CARRIER NO.	OUR REF. NO. E-4699	YOUR REF. NO. 2-0157-484	B/L NO. 47
CARRIER METEOR	SAILED 6/14/74	PORT OF DESTINATION POURT AU PRINCE	
INLAND FREIGHT			
STORAGE			
TRANSFER CHARGES			
MESSENGER SERVICE			3 00
EXPORT CUSTOMS CLEARANCE, PREPARING AND OBTAINING AUTHENTICATION OF EXPORT DECLARATION, SECURING STEAMER SPACE AND PERMIT.			
OCEAN FREIGHT - AS PER BILL OF LADING ATTACHED			611 98
CONSULAR FEES INCLUDING VISA AND NOTARY . BLANKS			
PREPARATION OF CONSULAR DOCUMENTS			15 50
ARRANGING FOR CONSULAR CERTIFICATE AND CERTIFICATE OF ORIGIN			
INSURANCE			
ARRANGING INSURANCE			
PREPARING COMPLETING DRAFT AND BANK INSTRUCTIONS COLLECTING SHIPPER'S INVOICE AGAINST LETTER OF CREDIT			
SERVICE FEE - FORWARDING, CLEARING AND/OR DOCUMENTATION			25 00
CONSOLIDATING SHIPMENTS AT PORT			
POSTAGE, INCLUDING FOREIGN AIRMAIL			3 00
CABLES, TELEGRAMS AND TELEPHONE TOLL CHARGES			
COMPUTER CHARGE			1 00
OTHER SERVICE - DESCRIBE ENC: 3 ORIG. VISAED AND 3 CC B/L 3 VISAED CONSULAR INVOICE 1 CC FREIGHT BILL			
COLLECTION FOR SHIPPER'S ACCOUNT			
PLEASE PAY THIS AMOUNT OF U.S. \$			659 48

TERMS AND CONDITIONS OF SERVICE

(Please Read Carefully)

All shipments to or from the Customer, which term shall include the exporter, importer, sender, receiver, owner, consignor, consignee, transferor or transferee of the shipments, will be handled by J.M. Rodgers Co., Inc.

(hereinafter called the "Company") on the following terms and conditions:

1. Services by Third Parties. Unless the Company carries, stores or otherwise physically handles the shipment, and the loss, damage, expense or delay occurs during such activity, the Company assumes no liability as a carrier and is not to be held responsible for any loss, damage, expense or delay to the goods to be forwarded or imported except as provided in paragraph 10 and subject to the limitations of paragraph 8 below, but undertakes only to use reasonable care in the selection of carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others to whom it may entrust the goods for transportation, cartage, handling and/or delivery and/or storage or otherwise. When the Company carries, stores or otherwise physically handles the shipment, it does so subject to the limitation of liability set forth in paragraph 8 below unless a separate bill of lading, air waybill or other contract of carriage is issued by the Company, in which event the terms thereof shall govern.

2. Liability Limitations of Third Parties. The Company is authorized to select and engage carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, as required, to transport, store, deal with and deliver the goods, all of whom shall be considered as the agents of the Customer, and the goods may be entrusted to such agencies subject to all conditions as to limitation of liability for loss, damage, expense or delay and to all rules, regulations, requirements and conditions, whether printed, written or stamped, appearing in bills of lading, receipts or tariffs issued by such carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others. The Company shall under no circumstances be liable for any loss, damage, expense or delay to the goods for any reason whatsoever when said goods are in custody, possession or control of third parties selected by the Company to forward, enter and clear, transport or render other services with respect to such goods.

3. Choosing Routes or Agents. Unless express instructions in writing are received from the Customer, the Company has complete freedom in choosing the means, route and procedure to be followed in the handling, transportation and delivery of the goods. Advice by the Company to the Customer that a particular person or firm has been selected to render services with respect to the goods shall not be construed to mean that the Company warrants or represents that such person or firm will render such services.

4. Quotations Not Binding. Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given by the Company to the Customer are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon the Company unless the Company in writing specifically undertakes the handling or transportation of the shipment at a specific rate.

5. Duty To Furnish Information. (a) On an import at a reasonable time prior to entering of the goods for U. S. Customs, the Customer shall furnish to the Company invoices in proper form and other documents necessary or useful in the preparation of the U. S. Customs entry and, also, such further information as may be sufficient to establish the dutiable value, the classification and admissibility pursuant to U. S. law or regulation. If the Customer fails in a timely manner to furnish such information or documents in whole or in part, as may be required to complete U. S. Customs entry, or if the information or documents furnished is inaccurate or incomplete, the Company shall be obligated only to use its best judgment in connection with the shipment. Where a bond is required by U. S. Customs to be given for the production of any document or the performance of any act, the Customer shall be deemed bound by the terms of the bond notwithstanding the fact that the bond has been executed by the Company as principal, it being understood that the Company entered into such undertaking at the instance and on behalf of the Customer, and the Customer shall indemnify and hold the Company harmless for the consequences of any breach of the terms of the bond. (b) On an export at a reasonable time prior to the exportation of the shipment the Customer shall furnish to the Company the commercial invoice in proper form and number, a proper consular declaration, weights, measures, values and other information in the language of and as may be required by the laws and regulations of the U. S. and the country of destination of the goods. (c) On an export or import the Company shall not in any way be responsible or liable for increased duty, penalty, fine or expense unless caused by the negligence or other fault of the Company, in which event its liability to the Customer shall be governed by the provisions of paragraph 8. The Customer shall be bound by and warrant the accuracy of all invoices, documents and information furnished to the Company by the Customer or its agent for export, entry or other purposes and the Customer agrees to indemnify and hold harmless the Company against any increased duty, penalty, fine or expense, including attorneys fees, resulting from any inaccuracy or omission or any failure to make timely presentation, even if not due to any negligence of the Customer.

6. Declaring Higher Valuation. Inasmuch as truckers, carriers, warehousemen and others to whom the goods are entrusted usually limit their liability for loss or damage unless a higher value is declared and a charge based on such higher value is agreed to by said truckers, etc., the Company must receive specific written instructions from the Customer to pay such higher charge based on valuation and the trucker, etc., must accept such higher declared value; otherwise the valuation placed by the Customer on the goods shall be considered solely for export or customs purposes and the goods will be delivered to the truckers, etc., subject to the limitation of liability set forth herein in paragraph 8 with respect to any claim against the Company and subject to the provisions of paragraph 2 above.

7. Insurance. The Company will make reasonable efforts to effect marine, fire, theft and other insurance upon the goods, only after specific written instructions have been received by the Company in sufficient time prior to shipment from point of origin, and the Customer at the same time states specifically the kind and amount of insurance to be placed. The Company does not undertake or warrant that such insurance can or will be placed. Unless the Customer has its own open marine policy and instructs the Company to effect insurance under such policy, insurance is to be effected with one or more insurance companies or other underwriters to be selected by the Company. Any insurance placed shall be governed by the certificate or policy issued and will only be effective when accepted by such insurance companies or other underwriters. Should an insurer dispute its liability for any reason, the insured shall have recourse against the insurer only and the Company shall not be under any responsibility or liability in relation thereto, notwithstanding that the premium upon the policy may not be at the same rates as that charged or paid to the Company by the Customer, or that the shipment was insured under a policy in the name of the Company. Insurance premiums and the charge of the Company for arranging the same shall be at the Customer's expense. If for any reason the goods are held in warehouse, or elsewhere, the same will not be covered by any insurance, unless the Company receives written instructions from the Customer. Unless specifically agreed in writing, the Company assumes no responsibility to effect insurance on any export or import shipment which it does not handle.

8. Presenting Claims. In no event shall the Company be liable for any act, omission or default by it in connection with an exportation or importation, unless a claim therefor shall be presented to it at its office within one hundred eighty (180) days from date of exportation or importation of the goods in a written statement to which sworn proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

9. Liability of Company. It is agreed that any claim or demand for loss, damage, expense or delay shall be only against the carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen or others in whose actual custody or control the goods may be at the time of such loss, damage expense or delay, and that the Company shall not be liable or responsible for any claim or demand from any cause whatsoever, unless in each case the goods were in the actual custody or control of the Company and the damages alleged to have been suffered be proven to be caused by the negligence or other fault of the Company, its officers or employees, in which event the limitation of liability set forth in paragraph 8 herein shall apply. The Company shall not in any circumstances be liable for damages arising from loss of profit.

10. Advancing Money. The Company shall not be obliged to incur any expense, guarantee payment or advance any money in connection with the importing, forwarding, transporting, insuring, storing or cooping of the goods, unless the same is previously provided to the Company by the Customer on demand. The Company shall be under no obligation to advance freight charges, customs duties or taxes on any shipment, nor shall any advance by the Company be construed as a waiver of the provisions hereof.

11. Indemnification for Freight, Duties. In the event that a carrier, other person or any governmental agency makes a claim or institutes legal action against the Company for ocean or other freight, duties, fines, penalties, liquidated damages or other money due arising from a shipment of goods of the Customer, the Customer agrees to indemnify and hold harmless the Company for any amount the Company may be required to pay such carrier, other person or governmental agency together with reasonable expenses, including attorney fees, incurred by the Company in connection with defending such claim or legal action and obtaining reimbursement from the Customer. The confiscation or detention of the goods by any governmental authority shall not affect or diminish the liability of the Customer to the Company to pay all charges or other money due promptly on demand.

12. Sale of Perishable Goods. Perishable goods or live animals to be exported or which are cleared through customs concerning which no instructions for disposition are furnished by the Customer may be sold or otherwise disposed of without any notice to the Customer, owner or consignee of the goods, and payment or tender of the net proceeds of any sale after deduction of charges shall be equivalent to delivery. In the event that any shipment is refused or remains unclaimed at destination or any transshipping point in the course of transit or is returned for any reason, the Customer shall nevertheless pay the Company for all charges and expenses in connection therewith. Nothing herein contained shall obligate the Company to forward or enter or clear the goods or arrange for their disposal.

13. C.O.D. Shipments. Goods received with Customer's or other person's instructions to "Collect on Delivery" (C.O.D.) by drafts or otherwise, or to collect on any specified terms by time drafts or otherwise, are accepted by the Company only upon the express understanding that it will exercise reasonable care in the selection of a bank, correspondent, carrier or agent to whom it will send such item for collection, and the Company will not be responsible for any act, omission, default, suspension, insolvency or want of care, negligence, or fault of such bank, correspondent, carrier or agent, nor for any delay in remittance lost in exchange, or loss during transmission, or while in the course of collection.

14. General Lien on Any Property. The Company shall have a general lien on any and all property (and documents relating thereto) of the Customer, in its possession, custody or control or en route, for all claims for charges, expenses or advances incurred by the Company in connection with any shipments of the Customer and if such claim remains unsatisfied for thirty (30) days after demand for its payment is made, the Company may sell at public auction or private sale, upon ten (10) days written notice, registered mail (R.R.), to the Customer, the goods, wares and/or merchandise, or so much thereof as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the Company. Any surplus from such sale shall be transmitted to the Customer, and the Customer shall be liable for any deficiency in the sale.

15. Compensation of Company. The compensation of the Company for its services shall be included with and is in addition to the rates and charges of all carriers and other agencies selected by the Company to transport and deal with the goods and such compensation shall be exclusive of any brokerage, commissions, dividends or other revenue received by the Company from carriers, insurers and others in connection with the shipment. In any referral for collection or action against the Customer for monies due to the Company, upon recovery by the Company, the Customer shall pay the expenses of collection and/or litigation, including a reasonable attorney fee.

16. Picking Up Shipments Or Samples. The Company shall not itself be obligated to pick up a shipment from a carrier or a sample from U. S. Customs. Should the Company render such a service for and on behalf of the Customer, the Company shall not be responsible for loss or damage to the shipment unless it is in the actual custody and control of the Company or its employee and the loss or damage is caused by the negligence or other fault of the Company or its employee, in which event the limitation of liability set forth in paragraph 8 herein shall apply.

17. No Responsibility For Governmental Requirements. It is the responsibility of the Customer to know and comply with the marking requirements of U. S. Customs, the regulations of the U. S. Food and Drug Administration and all other requirements of law or official regulations. The Company shall not be responsible for action taken or fines or penalties assessed by any governmental agency against the shipment because of the failure of the Customer to comply with the law or the requirements or regulations of any governmental agency or with a notification issued to the Customer by any such agency.

18. Loss, Damage or Expense Due To Delay. Unless the services to be performed by the Company on behalf of the Customer are unduly delayed by reason of the negligence or other fault of the Company, the Company shall not be responsible for any loss, damage or expense incurred by the Customer because of such delay. In the event the Company is at fault, as aforesaid, its liability is limited in accordance with the provisions of paragraph 8 above.

19. Construction of Terms and Venue. The foregoing terms and conditions shall be construed according to the laws of the State of New York. Unless otherwise consented to in writing by the Company, no legal proceeding against the Company may be instituted by the Customer, its assigns, or subrogee except in the City of New York.

APPROVED BY:

NATIONAL CUSTOMS BROKERS & FORWARDERS ASSOC. OF AMERICA, INC. — NEW YORK FOREIGN FREIGHT FORWARDERS & BROKERS ASSOC., INC. — CUSTOMS BROKERS & FORWARDERS ASSOC. OF MIAMI, INC. — SAN FRANCISCO CUSTOMS BROKERS ASSOC. — CUSTOMS BROKERS ASSOC. OF CHICAGO, INC. — BOSTON CUSTOMS BROKERS & INTERNATIONAL FORWARDERS ASSOC. — CUSTOMHOUSE BROKERS & INTERNATIONAL FREIGHT FORWARDERS ASSOC. OF WASHINGTON STATE — LOS ANGELES CUSTOMS & FREIGHT BROKERS ASSOC., INC. — CUSTOMS BROKERS ASSOC., NORTHERN U.S. BORDER — BALTIMORE CUSTOMHOUSE BROKERS & FORWARDERS ASSOC. — PHILADELPHIA FREIGHT BROKERS, FORWARDERS & CUSTOMS BROKERS ASSOC. — NEW ORLEANS ASSOC. OF CUSTOMS BROKERS, INC. — DETROIT CUSTOMHOUSE BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. — COLUMBIA RIVER CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. — INDEPENDENT FREIGHT FORWARDERS & BROKERS ASSOC. OF SAVANNAH, INC. — ASSOC. OF FORWARDING AGENTS & FOREIGN FREIGHT BROKERS OF MOBILE — CUSTOMS BROKERS & FREIGHT FORWARDERS ASSOC. OF CHARLESTON, S.C. INC. — EXPORT-IMPORT ASSOC. OF VIRGINIA

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16634

FILING

JUN 24 1974

Received from ROYAL NETHERLANDS STEAMSHIP COMPANY the following Bill of Lading, the freight charges on which we acknowledge to be due and promise to pay within 15 days from date of vessel's sailing at the office of ROYAL NETHERLANDS STEAMSHIP COMPANY, 25 Broadway, New York, N.Y. 10004. This due bill until paid to be First Lien on the goods for the amount for which it is given, plus any expenses incidental to the collection thereof until payment has been effected. In the event the Bill of Lading is issued to a Freight Forwarder, it is understood and agreed that the Freight Forwarder is the Agent for the Shipper.

PLEASE RETURN ONE COPY OF
THIS BILL WITH YOUR PAYMENT

By: _____

Shipper's Agent J M RODGER CO. 6/18

Shipper AMERICAN BANK NOTE.

Vessel METEOR

Via/Port of discharge PRINCE

Number of B/L 47

Sailing date 061474

Final destination


Due bill # 16634

Port of loading NEW YORK

Reference # E4699

Amount due 611.98

SHIPPER / EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK, N.Y. 10004		DOCUMENT NO. DOCK RECEIPT TO SHIPPER, ATTN MR. DON WOOS	
		EXPORT REFERENCES E 4699 JUN 24 1974 FMC 431	
CONSIGNEE BANQUE NATIONAL DE LA REPUBLIQUE D'HAITI DEPARTMENT COMMERCIAL, PORT-AU-PRINCE, HAITI. ATTNL SENIOR SUB-MGR.		FORWARDING AGENT—REFERENCES J M RODGERS CO. INC. ONE WORLD TRADE CENTER, SUITE#2665, NEW YORK, N.Y. 10048	
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE		POINT AND COUNTRY OF ORIGIN NEW YORK, U.S.A.	
		DOMESTIC ROUTING / EXPORT INSTRUCTIONS NONE	
PIER FOOT OF 39th STREET BROOKLYN			
EXPORTING CARRIER (VESSEL) METEOR SLG: 6/13	PORT OF LOADING NEW YORK	ONWARD INLAND ROUTING	
PORT OF DISCHARGE PORT-AU-PRINCE	FOR TRANSSHIPMENT TO		

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONAL DE LA REPUBLIQUE D'HAITI, PORT-AU-PRINCE HAITI. MADE IN U.S.A. (PRINTED MATTER = UNISSUED BANK NOTE FORMS) #1650/1709	60	WOODEN CASES: PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) BOOKING NO. 12 	9900#	257-0
THESE COMMODITIES LICENSED BY U.S. FOR XXX ULTIMATE DESTINATION. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.				

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.


3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

257 cu. ft. @ 82

BUNKER SURCHARGE
\$6.00 Lbs. @ 40.00 or per 2000 lbs.
2000#

WHAIRAGE \$4.00 PER CU. FT. OR 2000#
ADDITIONAL
PORT CHARGES \$1.75 PER CU. FT. OR 2000#
SURCHARGE \$1.50 PER 40 CU. FT. OR 2000#
TOTAL U.S. CURRENCY

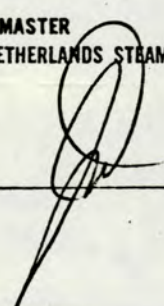
26.85
28.55
565.40
25.70
11.24
9.64
611.98



FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK.

MO. DAY YEAR B/L NO.

By 

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES)

SHIPPER / EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK, N.Y. 10004		DOCUMENT NO. DOCK RECEIPT TO SHIPPER, ATTN MR. DON WOOST EXPORT REFERENCES E 4699 JUN 24 1974 FMC 431	
CONSIGNEE BANQUE NATIONAL DE LA REPUBLIQUE D'HAITI DEPARTMENT COMMERCIAL, PORT-AU-PRINCE, HAITI. ATTNL SENIOR SUB-MGR.		FORWARDING AGENT—REFERENCES J M RODGERS CO. INC. ONE WORLD TRADE CENTER, SUITE#2665, NEW YORK, N.Y. 10048	
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE		POINT AND COUNTRY OF ORIGIN NEW YORK, U.S.A.	
PIER FOOT OF 39th STREET BROOKLYN		DOMESTIC ROUTING / EXPORT INSTRUCTIONS NONE	
EXPORTING CARRIER (VESSEL) METEOR SLG: 6/13	PORT OF LOADING NEW YORK	ONWARD INLAND ROUTING	
OF DISCHARGE PORT-AU-PRINCE	FOR TRANSSHIPMENT TO		

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONAL DE LA REPUBLIQUE D'HAITI, PORT-AU-PRINCE HAITI. MADE IN U.S.A. (PRINTED MATTER— UNISSUED BANK NOTE FORMS) #1650/1709	60	WOODEN CASES: PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) BOOKING NO. 12	9900#	257-0
THESE COMMODITIES LICENSED BY U.S. FOR EXX ULTIMATE DESTINATION HAITI. DIVERSION CONTRA TO U.S. LAW PROHIBITED.				

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully assigned by such shipper, consignee, owner of the goods and holder of this Bill of Lading.	cu. ft. @	per 40 cu. ft.	
	" "	"	
	" "	"	
	" "	"	
	" "	"	
	Lbs. @	per 2000 lbs.	
	" "	"	
	" "	"	
	@		
	@		
TOTAL U.S. CURRENCY			

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

By _____

MO. DAY YEAR B/L NO.
13 74 47



FILING
JUN 24 1974

Global Telegram

Full Rate ☐ Letter Telegram ☐ Press ☐ (Full Rate unless otherwise marked). This telegram will be transmitted electronically by cable, radio, or satellite.

Sender's Name and Address AMERICAN BANK NOTE COMPANY 70 BROAD ST N.Y.C. Account Number _____

All telegrams are accepted subject to the rates, rules, and regulations as set forth in the applicable tariff of RCA Global Communications, Inc. on file with the F.C.C.

(BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI)

To **INSULAIRE
PORT-AU-PRINCE (HAITI)**

Via RCA
Insert "RCA"

JUNE 13, 1974

FOR BONNEFIL

WE PAID MELVIN 605 DOLLARS JUNE 13

BANKNOTE

OK JES

TO FILE INTERNATIONAL TELEGRAMS VIA RCA...

From anywhere in the United States,

Telephone: 212-363-4141 or the Western Union office nearest you, specifying "VIA RCA," immediately following the city destination.

TWX machine: Dial the toll-free number 810-621-7850, or the RCA office nearest you:
New York—710-581-5151
Washington, D. C.—710-822-1917
San Francisco—910-372-7390

Western Union domestic telex:

Dial the toll-free number 1042. If 1042 is busy, dial 1044 and specify "VIA RCA."
Or dial the RCA office nearest you:
New York—12-7276
Washington, D. C.—89-2678
San Francisco—34-0968

Traffic Offices, Continental U.S.A.

In NEW YORK CITY,

Main Office: 60 Broad Street, New York 10004

To Send International Telegrams:

Telephone: 363-4141
Western Union telex: 12-7276
TWX (60 WPM): 212-571-1970
TWX (100 WPM): 710-581-5151
WATS Dataphone: 212-747-0113
Facsimile: 212-269-0111/1323
Messenger: 363-4272

You may also stop in or telephone any of these convenient Public Offices:

54 Wall Street	944-3650
111 Broadway	732-3377
132 Franklin St.	925-4891
31 Union Square West	675-4150
35 West 31st St.	695-2472
25 West 43rd St.	279-0572
405 Lexington Ave.	986-6580
30 Rockefeller Plaza	247-5525
330 West 58th St.	247-6210
204 East 58th St.	755-8109
Waldorf Astoria Hotel	758-1200
U.N. Headquarters	355-6940
J. F. Kennedy Airport	656-5787

In SAN FRANCISCO,

Main Office: 135 Market St., San Francisco 94105

To Send International Telegrams:

Telephone: 415-421-4200
Western Union Telex: 34-0968
TWX (100 WPM): 910-372-7390
Dataphone: 415-433-3264
For Messenger Pick-Up: 415-421-4200

In WASHINGTON, D. C.

Main Office: 2030 M St., N.W., Wash., D. C. 20036

To Send International Telegrams:

Telephone: 703-558-4321
Western Union Telex: 89-2678
TWX (60 WPM): 202-965-0833
TWX (100 WPM): 710-822-1917
For Messenger Pick-Up: 703-558-4325

Overseas Traffic Offices

DOMINICAN REPUBLIC, SANTO DOMINGO
Edificio Diez, Calle Conde 35, Tel. 682-2887

GUAM, AGANA

Ada Plaza Center, Tel. 7916

HAITI, PORT-AU-PRINCE

Maison Leger, Place Geffard, Tel. 3322

HAWAII, HONOLULU

223 South King Street, Tel. 537-2521

MARIANA ISLANDS, SAIPAN

Joeten Center Tel. 6456

PHILIPPINE REPUBLIC, MANILA

Commercial Center, P.O. Box 750,
Makati, Rizal, Tel. 89-18-61

PUERTO RICO, SAN JUAN

701 Avenida Ponce de Leon,
Miramar, P.R., Tel. 723-6170

Liability limited to \$500 except for repeated or specially valued service which is available upon request.

RCA
Global
Communications

AMERICAN BANK NOTE COMPANY
NEW YORK

FILE
JUL 22 1974

June 20, 1974

Banque Nationale de la Republique
d'Haiti
Departement Commercial
Port-Au-Prince, Haiti
Attention: Senior Sub-Manager

Gentlemen:

CONFIRMATION OF SHIPMENT

We have shipped to you per the S.S. "METEOR" which sailed for Port-Au-Prince on June 13th, sixty (60) cases, Nos. 1650/1709, containing:

3,000,000 Notes, 5 Gourdes, Nos. K 000001 - K 1000000
L 000001 - L 1000000
M 000001 - M 1000000

which is the final shipment of your order March 16, 1974.

We enclose herewith the original Bill of Lading, consular invoice, and shipping invoice, each in triplicate, and our bill in triplicate, in the amount of US\$53,400.00, covering this shipment.

For your convenience, we are enclosing a copy of this letter which you may initial and return to us as evidence of your receipt of the above mentioned cases and documents herewith.

Encls.

Very truly yours,

AMERICAN BANK NOTE COMPANY

CASES AND DOCUMENTS RECEIVED:

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI

BY Molière Pollard, Sous-Directeur

Assistant Manager
International Division

DATE July 9, 1974



4th COPY

N22038

AMERICAN BANK NOTE COMPANY

EXECUTIVE OFFICES

(FOR CORRESPONDENCE ONLY)

70 BROAD STREET - NEW YORK, N. Y. 10004

212/944-6200

JUN 24 1974
JUNE 20, 1974**FOR REMITTANCE ONLY**

TO NEAREST POST OFFICE BOX:

P. O. BOX 5457

CHURCH STREET STATION
NEW YORK, NEW YORK 10008
D-U-N-S 290-1452

P. O. BOX 91371

CHICAGO, ILLINOIS 60690
D-U-N-S 290-1460

P. O. BOX 360366M

PITTSBURGH, PA. 15230
D-U-N-S 00-494-9061

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI

PORT-AU-PRINCE, HAITI

RETURN COPY WITH REMITTANCE

TERMS: NET DUE ON RECEIPT OF INVOICE
F. O. B. C.I.F.

PORT-AU-PRINCE

3,000,000 NOTES - 5 GOURDES

NOS. K000001 TO K1000000
L000001 TO L1000000
M000001 TO M1000000

U.S. DOLLARS

\$53,400.00

60 CASES - NOS. 1650/1709
VIA: S.S. "METEOR"

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

SELLER CONFIRMS THAT ALL GOODS SOLD OR TO BE SOLD TO YOU BY IT HAVE BEEN OR WILL BE PRODUCED BY IT IN COMPLIANCE WITH THE APPLICABLE PROVISIONS OF THE FAIR LABOR STANDARDS ACT OF 1938, AS AMENDED.

FACTURE CONSULAIRE

CONSULAT DE LA



REPUBLIQUE D'HAITI

B. L. No. 47

FILING
00499
JUN 24 1974
#E 4699
CONSULAR INVOICE

Marks / Marques)
and Country of Origin
BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI,
PORT-AU-PRINCE
HAITI
MADE IN U.S.A.
(PRINTED MATTER)

Merchandise Shipped on the S.S.: DUTCH SS. METEOR on 6-13-74
Marchandises expédiées sur le SS. Nationality - Name (nom) le Date of Sailing
Sailing from the Port of NEW YORK for PORT AU PRINCE Haiti
Partant du port de Pour
Name and Address of Shipper AMERICAN BANK NOTE COMPANY, 70 BROAD ST., NEW YORK, NY
Nom et adresse de l'expéditeur
Consigned to order of BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
Consignées à l'ordre de
Notify BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, PORT AU PRINCE Haiti
Notifier de

Numbers Numeros	Number of pieces Nombre de colis	Nature of Packing Nature de l'emballage	Denomination and Details of Each Article (Quantity, Quality, Measure, Yardage, etc.) in Terms of the Haitian Tariff. Dénomination et détails de chaque article (quantité, qualité, mesure, yardage, etc.) dans les termes du Tarif Haïtien.	Weights in Poids en KILOS		Values in U.S. Currency Valeur en Monnaie des E.U.
				Gross Brut	Net Net	
1650/ 1709	60	CASES	PRINTED MATTER (INCOMPLETE BANK NOTE FORMS).	4500	3360	\$52712.09

VU ET ENREGISTRE
LE CONSUL GENERAL D'HAITI
A NEW YORK

Wilson Florestal
WILSON FLORESTAL
Crafft



We affirm that this invoice is a correct and faithful expression of the truth, J'affirme que cette facture est l'expression sincère et fidèle de la vérité, that it corresponds in every particular with our books, and that neither the qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle, usual designation, nor the weights, nor the quantity or quality, nor the value ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles and origin named therein are in any way altered, and are thereof exactly the qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que same than those appeared on our Export Declaration No. submitted to the U. S. Custom House. of (date) ceux accusés sur ma déclaration No. du soumise à la Douane des Etats-Unis.

NEW YORK, NY. Date JUNE 14 19 74

J. M. RODGERS CO., INC. For Account of
Name of forwarding agent, broker or commissioner, etc.

Shippers AMERICAN BANK NOTE COMPANY
Expéditeurs

Per: *[Signature]*
Signature

NOTE:—In all cases where the merchandise is taxed at net weight, the weight to be taxed of said merchandise will include all interior or immediate packing, including the paste board boxes or objects made of paste board, not subject to a higher tax. (Article 29, Law of July 26, 1926.)

Dans tous les cas où les marchandises sont taxées au poids net, le poids imposable des dites marchandises comprendra tous les emballages intérieurs ou immédiats, y compris les cartons ou objets en carton, non soumis à un droit plus élevé (Article 29, loi du 26 Juillet, 1926.)

ARRANGEMENT OF DOCUMENTS:

3 Consular Invoices and 3 Original Bills of lading clipped or stapled together, the invoice on top.

To each of the remaining Consular invoices a copy of signed B/L must be stapled and the whole set clipped together.

Value of merchandise	\$52712.09
Valeur des marchandises	
Packing (if not included in the value of the merchandise)	
Emballage (s'il n'est pas compris dans la valeur des marchandises)	
Inland Freight, Bill of Lading, Wharfage and Trucking Charges	
Frêt et frais du cannaissance, embarquement et camionnage.	
Total F.O.B. Value	52712.09
Brokerage fees	
Commission d'achat	
Interest	
Intérêts	
Export Duties paid at Port of Origin	
Droits d'exportation acquittés au port d'origine	
Ocean Freight and Bill of Lading Expenses (including embarking and disembarking)	611.98
Frêt et frais du cannaissance, embarquement et débarquement compris	
Insurance	
Assurance	73.43
*2% of F O B value \$	GRATIS
Consular fees:	Stamp on Inv. (\$1.20)
Droits consulaires:	B/L visa (\$2.00)
	Stamp on B/L (\$1.20)
Other expenses	GRATIS
Autres frais	
Total amount of invoice	CIF. 2.50
Montant total de la facture	\$53400.00

CONSULAR INVOICE FEES

*For any merchandise being shipped by boat to Haiti and whose value FOB is inferior to \$200.00—the fee is \$3.00 plus B/L visa and Stamps 7.40
Over \$200.00—the fee is 2% on the value FOB plus B/L visa and Stamps
Visa for Certificate of Origin \$2.00 plus Stamp \$1.20 3.20
Visa for Commercial Invoice if requested \$2.00 plus Stamp \$1.20 3.20
ADDITIONAL FEES:
Visa on Consular Invoice requested after 4 p.m. 2.00*
Visa on Consular Invoice requested on holidays 4.00*

CUSTOMS BROKERS
INTERNATIONAL AIR FREIGHT
FORWARDER



BILLING STATION: 064/JFK

EXPORT

P.I.E.
AIR FREIGHT

FILING

JUN 11 1974

SHIPPER'S NO.:

FMC. NO.

• AMERICAN BANKNOTE COMPANY
• 70 BROAD STREET
• NEW YORK, NEW YORK

DATE
6 6 74

OUR INVOICE NO.
990195-8

PLEASE REFER TO
THIS NUMBER WHEN
CORRESPONDING.

PAYMENT DUE UPON RECEIPT OF INVOICE

YOUR REFERENCE 30/4950	DESCRIPTION OF SHIPMENT PRINTED MATTER		
CARRIER AMERICAN AIRLINES	AWB 99409741	ENTRY NO.	DATE 5 31 74
<input type="checkbox"/> CONSIGNEE <input type="checkbox"/> SHIPPER			

LINE NO.	DESCRIPTION	CHARGES
12	INLAND FREIGHT	
11	IATA AIR FREIGHT, & Other Airline Charges	1534.50
16	SERVICE FEE	100.00
17	EXPORT DECLARATION	
13	EXPORT CARTAGE	
13	FIELD TRANSFER	
15	CONSULAR FEES	
14	INSURANCE (AIRLINE PREMIUM)	
14	MARINE INSURANCE PLACEMENT	
17	CERTIFICATE OF ORIGIN	
17	PROFORMA	

Recollectable
Not Recollectable

Banking
Bank note
Shipments

Banque Nationale
de la Republique
Haiti
2-0157-484

MAIL REMITTANCES TO:
AIR FREIGHT FORWARDING, INC.
INTERNATIONAL AIR DIVISION

Please Pay This
Amount of U.S. \$ 1,634.50

P. I. E. AIR FREIGHT FORWARDING
P. O. BOX 216 AMF STATION
JFK AIRPORT, JAMAICA, N. Y. 11430

ORIGINAL INVOICE

BANQUE NATIONALE DE LA RÉPUBLIQUE D'HAÏTI

DÉPARTEMENT COMMERCIAL

BANQUE DE L'ÉTAT HAÏTIEN AU CAPITAL AUTORISÉ DE VINGT-CINQ MILLIONS DE GOURDES

TRÉSORIÈRE DE L'ÉTAT ET BANQUE D'ÉMISSION

SUCCURSALES ET AGENCES DANS TOUS LES PORTS OUVERTS D'HAÏTI

ADRESSE TÉLÉGRAPHIQUE
INSULAIRE

SIÈGE SOCIAL ET BUREAU PRINCIPAL: PORT-AU-PRINCE, HAÏTI

PORT-AU-PRINCE, June 25, 1974

RÉFÉRENCE SD/A-1

J. J. G.

JUL - 8 1974

*ack 7/8/74
JJS.*

American Bank Note Company
70 Broad Street
New York, N.Y. 10004

Att: Assistant Manager
International Division

FOREIGN DEPT.
A. B. N. CO.

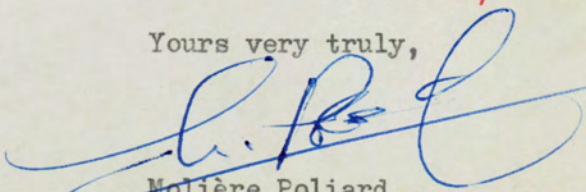
JUL 8 9 30 AM '74

Gentlemen:

We are pleased to enclose herewith our bank draft No. 17516 on the Chase Manhattan Bank for THIRTY SEVEN THOUSANDS TWO HUNDREDS THIRTY NINE DOLLARS 87/100 (\$37,239.87) in payment of your invoices N-21750 and N-21759 covering shipment 500,000 and 1,500,000 bank notes of 5 gourdes, made in accordance with our order dated March 16, 1974

Thanking you for your cooperation, we remain

Yours very truly,

Enter 7/8/74 JJS

Molière Poliard
Sub-Manager

FILING

JUL 10 1974

July 8, 1974

Banque Nationale de la République d'Haiti
Département Commercial
Port-au-Prince, Haiti

Attention: M. Molière Poliard
(Sub-Manager) *Sous-Directeur*

Gentlemen:

Your Reference SD/A-1

We acknowledge receipt of your letter of June 25 enclosing bank draft No. 17516, dated June 24, drawn to our order on The Chase Manhattan Bank, N.A., New York, in the amount of US\$37,239.87, in payment of our Invoices Nos. N21750 and N21759.

Thanking you for this remittance, we remain,

Very truly yours,

AMERICAN BANK NOTE COMPANY

Assistant Treasurer

bcc: M. Georges N. Leger
Robert S. Jagger

(JJG:dlk)

BANQUE NATIONALE DE LA RÉPUBLIQUE D'HAÏTI

DÉPARTEMENT COMMERCIAL

BANQUE DE L'ÉTAT HAÏTIEN AU CAPITAL AUTORISÉ DE VINGT-CINQ MILLIONS DE GOURDES

TRÉSORIÈRE DE L'ÉTAT ET BANQUE D'ÉMISSION

SUCCURSALES ET AGENCES DANS TOUS LES PORTS OUVERTS D'HAÏTI

ADRESSE TÉLÉGRAPHIQUE
INSULAIRE

SIÈGE SOCIAL ET BUREAU PRINCIPAL: PORT-AU-PRINCE, HAÏTI

PORT-AU-PRINCE, July 31, 1974

RÉFÉRENCE SD/A-1

FILIP

AUG 14 1974

J. J. G.

AUG 12 1974

cc/c
8/12/74

American Bank Note Company
70 Broad Street
New York, N.Y. 10004

Att: Assistant Manager
International Division

Gentlemen :

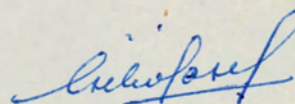
We are pleased to enclose herewith our bank draft
No. 18663 on the Chase Manhattan Bank, New York for FIFTY THREE
THOUSAND FOUR HUNDRED DOLLARS & 00/100 (\$53,400.00) in payment
of your invoice N-22038 covering shipment 3,000,000 bank notes
of 5 gourdes, made in accordance with our order dated March 16,
1974.

6/20

Enter 8/12/74

Thanking you for your cooperation, we remain

Yours very truly,



Gérard Lélío Joseph
Sous-Directeur

jp.

NOV 15 9 22 AM '74

RECEIVED

RECEIVED
AMERICAN BANK NOTE CO.
AUG 12 8 55 AM '74

FILING
AUG 14 1974

August 12, 1974

Banque Nationale de la République d'Haiti
Département Commercial
Port-au-Prince, Haiti

Attention: M. Gérard Lélis Joseph
Sous-Directeur

Gentlemen:

Your Reference SD/A-1

We acknowledge receipt of your letter of July 31 enclosing your bank draft No. 18663, drawn to our order on The Chase Manhattan Bank, N.A., New York, in the amount of US\$53,400.00, in payment of our Invoice No. N22038.

Thanking you for this remittance, we remain,

Very truly yours,

AMERICAN BANK NOTE COMPANY

Assistant Treasurer

bcc: G. Léger
R. S. Jagger

(JJG:dlk)

October 17, 1974

Banque Nationale de la Republique
d'Haiti
Département Commercial
Port-Au-Prince, Haiti

Attention: Senior Sub-Manager

Gentlemen:

E. L. F.
OCT 18 1974

CONFIRMATION OF SHIPMENT

We have shipped to you per the S.S. "Meteoor" which sailed for Port-Au-Prince on October 5th, fifty (50) cases, Nos. 1710/1759, containing:

3,000,000 Notes- 1 Gourde - Nos. AA000001 - AA1000000
AB000001 - AB1000000
AC000001 - AC1000000

1,000,000 Notes - 5 Gourdes - Nos. N000001 - N1000000

which is a partial shipment of your order of May 9, 1974.

We enclose herewith the original Bill of Lading, Consular Invoice and Shipping Invoice, each in triplicate, and our bill in triplicate, in the amount of U.S.\$58,600.00, covering this shipment.

For your convenience, we are enclosing a copy of this letter which you may initial and return to us as evidence of your receipt of the above mentioned cases and documents herewith.

Very truly yours,

AMERICAN BANK NOTE COMPANY

Encls.

Assistant Manager
International Division

bcc: M. Georges N. Leger



4th COPY

B 975

AMERICAN BANK NOTE COMPANY

EXECUTIVE OFFICES

(FOR CORRESPONDENCE ONLY)

70 BROAD STREET - NEW YORK, N. Y. 10004

212/944-6200 **OCTOBER 16, 1974****FOR REMITTANCE ONLY**

TO NEAREST POST OFFICE BOX:

P. O. BOX 5457

CHURCH STREET STATION
NEW YORK, NEW YORK 10008
D-U-N-S 290-1452

P. O. BOX 91371

CHICAGO, ILLINOIS 60690
D-U-N-S 290-1460

P. O. BOX 360366M

PITTSBURGH, PA. 15230
D-U-N-S 00-494-9061**BANQUE NATIONALE DE LA
REPUBLIQUE D'HAITI****PORT-AU-PRINCE**

RETURN COPY WITH REMITTANCE

SALES OFFICE NO.	SALESMAN'S NO.	OUR ORDER	YOUR ORDER	TERMS:	NET DUE ON RECEIPT OF INVOICE
201	90	2-0700-484 2-0702-484	LTR. MAY 9, 1974	F. O. B.	C.I.F. PORT-AU-PRINCE

3,000,000 NOTES - 1 GOURDE - NOS. AA000001 TO AA1000000
AB000001 TO AB1000000
AC000001 TO AC1000000

1,000,000 NOTES - 5 GOURDES NOS. N000001 TO N1000000

U.S. DOLLARS \$ 58,600.00

VIA: S.S. "METEOR"
50 CASES - NOS. 1710/1759

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

SELLER CONFIRMS THAT ALL GOODS SOLD OR TO BE SOLD TO YOU BY IT HAVE BEEN OR WILL BE PRODUCED BY IT IN
COMPLIANCE WITH THE APPLICABLE PROVISIONS OF THE FAIR LABOR STANDARDS ACT OF 1938, AS AMENDED.

J. M. RODGERS CO., INC.

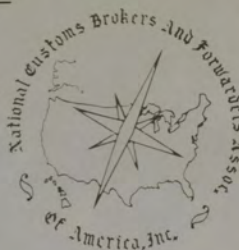
INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N. Y. 10048

F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD



DATE 10 11 74

T
O
AMERICAN BANK NOTE CO.
70 BROAD STREET
NEW YORK, N.Y. 10004

DESCRIPTION

AS PER OCEAN B/L.

ENTRY NO.	OUR REF. NO.	YOUR REF. NO.	STEAMSHIP CO.
	6114		ROYAL NETHERLANDS SS. C
CARRIER	ARRIVED	BILL OF LADING NO.	PORT
METEOR SLG	10 04 74	40	PORT AU PRINCE
IMPORTANT SUBJECT TO TERMS AND CONDITIONS OF SERVICE ON REVERSE SIDE IMPORTER MUST FURNISH MISSING DOCUMENTS WITHIN THE PERIOD OF TIME AS REQUIRED BY CUSTOMS REGULATIONS TO AVOID CUSTOMS PENALTIES.	TRANSFER CHARGES PAID	1	
	SHIPPER'S COLLECTION AND REMITTANCE	2	
	DUTY DEPOSIT, SUBJECT TO LIQUIDATION	3	
	CUSTOMS ENTRY	4	
	ADD'L INVOICES AND CLASSIFICATIONS	5	
	IMMEDIATE DELIVERY PERMIT	6	
	BOND TO CUSTOMS, PREPARATION, SERVICE AND PREMIUM	7	
	DEPOSIT FOR MISSING DOCUMENTS, BONDS, CANCELLATIONS AND SERVICES	8	
	SERVICES - PLANT QUARANTINE, FOOD AND DRUG, BAI	9	
	REFORWARDING SERVICES	10	
	SPECIAL MESSENGER SERVICE	11	4.00
	POSTAGE AND PETTIES	12	3.00
	SPECIAL SERVICES AND EXPENSES	13	
	FREIGHT CHARGES - OCEAN/AIR	14	585.79
	INSURANCE AND PLACEMENT SERVICES	15	
	INLAND FREIGHT	16	
	COOPERAGE FOR CUSTOMS EXAMINATION AND MARKING	17	
	GENERAL ORDER WAREHOUSE CHARGES	18	
	DOCK / AIRPORT STORAGE CHARGES	19	
	CARTAGE AND SERVICES	20	
	LOADING AND UNLOADING	21	
	CONSULAR FEES INCLUDING VISA AND NOTARY	22	14.50
	PREPARATION OF CONSULAR DOCUMENTS	23	
	ARRANGING FOR CONSULAR CERTIFICATE AND CERTIFICATE OF ORIGIN	24	
	BANKING DOCUMENTATION	25	
	CABLES, TELEGRAMS AND TELEPHONE CHARGES	26	
	SERVICE FEE - FORWARDING, CLEARING AND/OR DOCUMENTATION	27	20.00
		\$	627.29

TERMS AND CONDITIONS OF SERVICE (Please Read Carefully)

All shipments to or from the Customer, which term shall include the exporter, importer, sender, receiver, owner, consignee, transferor or transferee of the shipments, will be handled by J.M. Rodgers Co., Inc. (hereinafter called the "Company") on the following terms and conditions:

1. Services by Third Parties. Unless the Company carries, stores or otherwise physically handles the shipment, and the loss, damage, expense or delay occurs during such activity, the Company assumes no liability as a carrier and is not to be held responsible for any loss, damage, expense or delay to the goods to be forwarded or imported except as provided in paragraph 10 and subject to the limitations of paragraph 8 below, but undertakes only to use reasonable care in the selection of carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others to whom it may entrust the goods for transportation, cartage, handling and/or delivery and/or storage or otherwise. When the Company carries, stores or otherwise physically handles the shipment, it does so subject to the limitation of liability set forth in paragraph 8 below unless a separate bill of lading, air waybill or other contract of carriage is issued by the Company, in which event the terms thereof shall govern.

2. Liability Limitations of Third Parties. The Company is authorized to select and engage carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, as required, to transport, store, deal with and deliver the goods, all of whom shall be considered as the agents of the Customer, and the goods may be entrusted to such agencies subject to all conditions as to limitation of liability for loss, damage, expense or delay and to all rules, regulations, requirements and conditions, whether printed, written or stamped, appearing in bills of lading, receipts or tariffs issued by such carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others. The Company shall under no circumstances be liable for any loss, damage, expense or delay to the goods for any reason whatsoever when said goods are in custody, possession or control of third parties selected by the Company to forward, enter and clear, transport or render other services with respect to such goods.

3. Choosing Routes or Agents. Unless expressed instructions in writing are received from the Customer, the Company has complete freedom in choosing the means, route and procedure to be followed in the handling, transportation and delivery of the goods. Advice by the Company to the Customer that a particular person or firm has been selected to render services with respect to the goods shall not be construed to mean that the Company warrants or represents that such person or firm will render such services.

4. Quotations Not Binding. Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given by the Company to the Customer are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon the Company unless the Company in writing specifically undertakes to bind or transportation of the shipment at a specific rate.

5. Duty to Furnish Information. (a) On an import at a reasonable time prior to entering the goods for U.S. Customs, the Customer shall furnish to the Company invoices in proper form and to the extent necessary or useful in the preparation of the U.S. Customs entry and, also, such further information as may be sufficient to establish the dutiable value, the classification and admissibility pursuant to U.S. law or regulation. If the Customer fails in a timely manner to furnish such information or documents in whole or in part, as may be required to complete U.S. Customs entry, or if the information or documents furnished are inaccurate or incomplete, the Company shall be obligated only to use its best judgment in connection with the shipment. Where a bond is required by U.S. Customs to be given for the production of any document or the performance of any act, the Customer shall be deemed bound by the terms of the bond notwithstanding the fact that the bond has been executed by the Company as principal, it being understood that the Company entered into such undertaking at the instance and on behalf of the Customer, and the Customer shall indemnify and hold the Company harmless for the consequences of any breach of the terms of the bond. (b) On an export at a reasonable time prior to the exportation of the shipment the Customer shall furnish to the Company the commercial invoice in proper form and number, a proper consular declaration, weights, measures, values and other information in the language of and as may be required by the laws and regulations of the U.S. and the country of destination of the goods. (c) On an export or import the Company shall not in any way be responsible or liable for increased duty, penalty, fine or expense unless caused by the negligence or other fault of the Company, in which event its liability to the Customer shall be governed by the provisions of paragraph 8. The Customer shall be bound by and warrant the accuracy of all invoices, documents and information furnished to the Company by the Customer or its agent for export, entry or other purposes and the Customer agrees to indemnify and hold harmless the Company against any increased duty, penalty, fine or expense, including attorneys' fees, resulting from any inaccuracy or omission or any failure to make timely presentation, even if not due to any negligence of the Customer.

6. Declaring Higher Valuation. Inasmuch as truckers, carriers, warehousemen and others to whom the goods are entrusted usually limit their liability for loss or damage unless a higher value is declared and a charge based on such higher value is agreed to by said truckers, etc., the Company must receive specific written instructions from the Customer to pay such higher charge based on valuation and the trucker, etc., must accept such higher declared value; otherwise the valuation placed by the Customer on the goods shall be considered solely for export or customs purposes and the goods will be delivered to the truckers, etc., subject to the limitation of liability set forth herein in paragraph 8 with respect to any claim against the Company and subject to the provisions of paragraph 2 above.

7. Insurance. The Company will make reasonable efforts to effect marine, fire, theft and other insurance upon the goods only after specific written instructions have been received by the Company in sufficient time prior to shipment from point of origin, and the Customer at the same time states specifically the kind and amount of insurance to be placed. The Company does not undertake or warrant that such insurance can or will be placed. Unless the Customer has its own open marine policy and instructs the Company to effect insurance under such policy, insurance is to be effected with one or more insurance companies or other underwriters to be selected by the Company. Any insurance placed shall be governed by the certificate or policy issued and will only be effective when accepted by such insurance companies or other underwriters. Should an insurer dispute its liability for any reason, the insured shall have recourse against the insurer only and the Company shall not be under any responsibility or liability in relation thereto, notwithstanding that the premium upon the policy may not be at the same rate as that charged or paid to the Company by the Customer, or that the shipment was insured under a policy in the name of the Company. Insurance premiums and the charge of the Company for arranging the same shall be at the Customer's expense. If for any reason the goods are held in warehouse or elsewhere, the same will not be covered by any insurance, unless the Company receives written instructions from the Customer. Unless specifically agreed in writing, the Company assumes no responsibility to effect insurance on any export or import shipment which it does not handle.

8. Presenting Claims. In no event shall the Company be liable for any act, omission or default by it in connection with an exportation or importation, unless a claim therefor shall be presented to it at its office within one hundred eighty (180) days from date of exportation or importation of the goods in a written statement to which sworn proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

9. Liability of Customhouse Brokers, Agents, Warehousemen or Others. Inasmuch as such persons or firms are entrusted with the goods only after specific written instructions have been received by the Company, the Company shall not be liable or responsible for any claim or demand from any cause whatsoever, unless in each case the goods were in the actual custody or control of the Company and the damages alleged to have been suffered be proven to be caused by the negligence or other fault of the Company, its officers or employees, in which event the limitation of liability set forth in paragraph 8 herein shall apply. The Company shall not in any circumstances be liable for damages arising from loss of profit.

10. Advancing Money. The Company shall not be obliged to incur any expense, guarantee payment or advance any money in connection with the importing, forwarding, transporting, storing or holding of goods, unless the same is previously provided to the Company by the Customer on demand. The Company shall have no obligation to advance freight charges, customs duties or taxes on any shipment; nor shall any advance by the Company be construed as a waiver of the provisions hereof.

11. Indemnification for Freight, Duties. In the event that a carrier, other person or any governmental agency makes a claim or institutes legal action against the Company for ocean or other freight, duties, fines, penalties, liquidated damages or other money due arising from a shipment of goods of the Customer, the Customer agrees to indemnify and hold harmless the Company for any amount the Company may be required to pay such carrier, other person or governmental agency together with reasonable expenses, including attorney fees, incurred by the Company in connection with defending such claim or legal action and obtaining reimbursement from the Customer. The Company shall not be liable or responsible for any claim or demand from any cause whatsoever, unless in each case the goods were in the actual custody or control of the Company and the damages alleged to have been suffered be proven to be caused by the negligence or other fault of the Company, its officers or employees, in which event the limitation of liability set forth in paragraph 8 herein shall apply. The Company shall not in any circumstances be liable for damages arising from loss of profit.

12. Sale of Perishable Goods. Perishable goods or live animals to be exported or which are cleared through customs concerning which no instructions for disposition are furnished by the Customer may be sold or otherwise disposed of without any notice to the Customer, owner or consignee of the goods, and payment or tender of the net proceeds of any sale after deduction of charges shall be equivalent to delivery. In the event that any shipment is refused or remains undelivered at destination or any transshipping point in the course of transit or is returned for any reason, the Customer shall nevertheless pay the Company for all charges and expenses in connection therewith. Nothing herein contained shall obligate the Company to forward or enter or clear the goods or arrange for their disposal.

13. C.O.D. Shipments. Goods received with Customer's or other person's instructions to "Collect on Delivery" (C.O.D.) by drafts or otherwise, or to collect on any specified time draft, or to deliver to a bank, correspondent, carrier or agent to whom it will send such item for collection, and the Company will not be responsible for any act, omission, default, suspension, insolvency or want of care, negligence, or fault of such bank, correspondent, carrier or agent, nor for any delay in remittance lost in exchange, or loss during transmission, or while in the course of collection.

14. General Lien on Any Property. The Company shall have a general lien on any and all property (and documents relating thereto) of the Customer, in its possession, custody or control or en route, for all claims for charges, expenses or advances incurred by the Company in connection with any shipments of the Customer and if such claim remains unsatisfied for thirty (30) days after demand for its payment made, the Company may sell at public auction or private sale, upon ten (10) days' written notice, registered mail (R.R.), to the Customer, the goods, wares and/or merchandise, or so much thereof as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the Company. Any surplus from such sale shall be transmitted to the Customer, and the Customer shall be liable for any deficiency in the sale.

15. Compensation of Company. The compensation of the Company for its services shall be included with and in addition to the rates and charges of all carriers and other agencies selected by the Company to transport and deal with the goods and such compensation shall be exclusive of any brokerage, commissions, dividends or other revenue received by the Company from carriers, insurers and others in connection with the shipment. In any referral for collection or action against the Customer for monies due to the Company, upon recovery by the Company, the Customer shall pay the expenses of collection and/or litigation, including a reasonable attorney fee.

16. Picking Up Shipments or Samples. The Company shall not itself be obligated to pick up a shipment from a carrier or a sample from U.S. Customs. Should the Company render such a service for and on behalf of the Customer, the Company shall not be responsible for loss or damage to the shipment unless it is in the actual custody and control of the Company or its employee and the loss or damage is caused by the negligence or other fault of the Company or its employee, in which event the limitation of liability set forth in paragraph 8 herein shall apply.

17. No Responsibility for Governmental Requirements. It is the responsibility of the Customer to know and comply with the marking requirements of U.S. Customs, the regulations of the U.S. Food and Drug Administration and all other requirements of law or official regulations. The Company shall not be responsible for action taken or fines or penalties assessed by any governmental agency against the shipment in case of the failure of the Customer to comply with the law or the requirements or regulations of any governmental agency or with a notification issued to the Customer by any such agency.

18. Loss, Damage or Expense Due to Delay. Unless the services to be performed by the Company on behalf of the Customer are unduly delayed by reason of the negligence or other fault of the Company, the Company shall not be responsible for any loss, damage or expense incurred by the Customer because of such delay. In the event the Company is at fault, as aforesaid, its liability is limited in accordance with the provisions of paragraph 8 above.

19. Construction of Terms and Venue. The foregoing terms and conditions shall be construed according to the laws of the State of New York. Unless otherwise consented to in writing by the Company, no legal proceeding against the Company may be instituted by the Customer, its assigns, or subrogee except in the City of New York.

APPROVED BY:
NATIONAL CUSTOMS BROKERS & FORWARDERS ASSOC. OF AMERICA, INC. - NEW YORK FOREIGN FREIGHT FORWARDERS & BROKERS ASSOC., INC. - CUSTOMS BROKERS & FORWARDERS ASSOC. OF MIAMI, INC. - SAN FRANCISCO CUSTOMS BROKERS ASSOC. - CUSTOMS BROKERS ASSOC. OF CHICAGO, INC. - BOSTON CUSTOMS BROKERS & INTERNATIONAL FORWARDERS ASSOC. - CUSTOMHOUSE BROKERS & INTERNATIONAL FREIGHT FORWARDERS ASSOC. OF WASHINGTON STATE - LOS ANGELES CUSTOMS & FREIGHT BROKERS ASSOC., INC. - CUSTOMS BROKERS ASSOC., NORTHERN U.S. BORDER - BALTIMORE CUSTOMHOUSE BROKERS & FORWARDERS ASSOC. - PHILADELPHIA FREIGHT BROKERS, FORWARDERS & CUSTOMS BROKERS ASSOC. - NEW ORLEANS ASSOC. OF CUSTOMS BROKERS, INC. - DETROIT CUSTOMHOUSE BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - COLUMBIA RIVER CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - INDEPENDENT FREIGHT FORWARDERS & BROKERS ASSOC. OF SAVANNAH, INC. - ASSOC. OF FORWARDING AGENTS & FOREIGN FREIGHT BROKERS OF MOBILE - CUSTOMS BROKERS & FREIGHT FORWARDERS ASSOC. OF CHARLESTON, S.C. INC. - EXPORT-IMPORT ASSOC. OF VIRGINIA

DOCK RECEIPT

SHIPPER/EXPORTER

AMERICAN BANK NOTE COMPANY.
70 BROAD STREET,
NEW YORK N.Y. A 10004

37

DOCUMENT NO. DOCK RECEIPT TO SHIPPER ATTN
DON WOOSTER. BY MESSENGER. AG 9/27/1

EXPORT REFERENCES

E 6114.

CONSIGNEE

BANQUE NATIONALE DE LA REPUBLIQUE D'
HAITI,
DEPARTMENT COMMERCIAL,
PORT-AU-PRINCE, HAITI.
ATTN: SENIOR SUB- MGR.

FORWARDING AGENT - REFERENCES

J.M. RODGERS CO., INC.
ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048

FMC-431

REF:

POINT AND COUNTRY OF ORIGIN

NEW YORK U.S.A.

NOTIFY PARTY

SAME AS ABOVE.

DOMESTIC ROUTING/EXPORT INSTRUCTIONS

PIER OR AIRPORT

FT 39 STREET, BROOKLYN

EXPORTING CARRIER (Vessel/Airline)

METEOR SLG 10/4

PORT OF LOADING

NEW YORK.

ONWARD INLAND ROUTING

SEA PORT OF DISCHARGE

PORT -AU- PRINCE.

FOR TRANSSHIPMENT TO

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI DEPARTMENT COMMERCIAL PORT-AU-PRINCE, HAITI, MADE IN USA PRINTED MATTER UNISSUED BANK NOTE FORMS # 1710 /1759.	50	LICENSE G-DEST WOODS CASES PRINTED MATTER (IMCOMPLETE BANK NOTE FORMS) BOOKING No.31 OCEAN FREIGHT PREPAID.	9600#	246-0 D89
<p>"United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."</p> <p>IN CONT CTN 06849 [P] Sub 516</p>				

DELIVERED BY:

LIGHTER
TRUCK

ARRIVED- DATE TIME

UNLOADED-DATE TIME

CHECKED BY.....

PLACED IN SHIP ON DOCK LOCATION

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE

502

WHSE NO. 0846

ONLY CLEAN DOCK RECEIPT ACCEPTED.

2094

1974 OCT -2 AM 10:48



Global Telegram

Full Rate ☐ Letter Telegram ☐ Press ☐ (Full Rate unless otherwise marked). This telegram will be transmitted electronically by cable, radio, or satellite.

Sender's Name and Address AMERICAN BANK NOTE CO., 70 BROAD ST., NEW YORK, N.Y. Account Number _____

All telegrams are accepted subject to the rates, rules, and regulations as set forth in the applicable tariff of RCA Global Communications, Inc. on file with the F.C.C.

To INSULAIRE (Banque Nationale de la Republique
PORTAUPRINCE (HAITI) d'Haiti)

Via RCA
Insert "RCA"

OCT. 4, 1974

FOR BONNEFIL

WE PAID MELVIN 301 PLUS 205 DOLLARS ON OCTOBER 4

BANKNOTE

OK

TO FILE INTERNATIONAL TELEGRAMS VIA RCA...

From anywhere in the United States,

Telephone: 212-363-4141 or the Western Union office nearest you, specifying "VIA RCA" immediately following the city destination.

TWX machine: Dial the toll-free number 810-621-7850, or the RCA office nearest you:
New York—710-581-5151
Washington, D.C.—710-822-1917
San Francisco—910-372-7390

Western Union domestic telex:

Dial the toll-free number 1042. If 1042 is busy, dial 1044 and specify "VIA RCA."
Or dial the RCA office nearest you:
New York—12-7276
Washington, D.C.—89-2678
San Francisco—34-0968

Traffic Offices, Continental U.S.A.

In NEW YORK CITY,

Main Office: 60 Broad Street, New York 10004

To Send International Telegrams:

Telephone: 363-4141
Western Union telex: 12-7276
TWX (60 WPM): 212-571-1970
TWX (100 WPM): 710-581-5151
WATS Dataphone: 212-747-0113
Facsimile: 212-269-0111/1323
Messenger: 363-4272

You may also stop in or telephone any of these convenient Public Offices:

54 Wall Street	944-3650
111 Broadway	732-3377
132 Franklin St.	925-4891
31 Union Square West	675-4150
35 West 31st St.	695-2472
25 West 43rd St.	279-0572
405 Lexington Ave.	986-6580
30 Rockefeller Plaza	247-5525
330 West 58th St.	247-6210
204 East 58th St.	755-8109
Waldorf Astoria Hotel	758-1200
U.N. Headquarters	355-6940
J. F. Kennedy Airport	656-5787

In SAN FRANCISCO,

Main Office: 135 Market St., San Francisco 94105

To Send International Telegrams:

Telephone: 415-421-4200
Western Union Telex: 34-0968
TWX (100 WPM): 910-372-7390
Dataphone: 415-433-3264
For Messenger Pick-Up: 415-421-4200

In WASHINGTON, D.C.

Main Office: 2030 M St., N.W., Wash., D.C. 20036

To Send International Telegrams:

Telephone: 703-558-4321
Western Union Telex: 89-2678
TWX (60 WPM): 202-965-0833
TWX (100 WPM): 710-822-1917
For Messenger Pick-Up: 703-558-4325

Overseas Traffic Offices

DOMINICAN REPUBLIC, SANTO DOMINGO
Edificio Diez, Calle Conde 35, Tel. 682-2887

GUAM, AGANA

Ada Plaza Center, Tel. 7916

HAITI, PORT-AU-PRINCE

Maison Leger, Place Geffrard, Tel. 3322

HAWAII, HONOLULU

223 South King Street, Tel. 537-2521

MARIANA ISLANDS, SAIPAN

Joeten Center Tel. 6456

PHILIPPINE REPUBLIC, MANILA

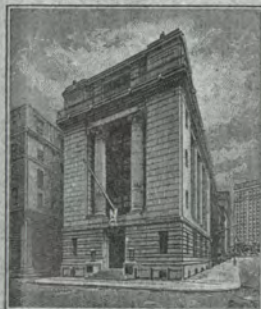
Commercial Center, P.O. Box 750,
Makati, Rizal, Tel. 89-18-61

PUERTO RICO, SAN JUAN

701 Avenida Ponce de Leon,
Miramar, P.R., Tel. 723-6170

Liability limited to \$500 except for repeated or specially valued service which is available upon request.

RCA
Global
Communications



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

SEPTEMBER 27, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

DR.

OUR ORDER N 2-0702-484
N 2-0700-484

YOUR ORDER

DATE OF SHIPMENT

TERMS: NET, F.O.B.N.Y.

TWENTY (20) CASES, CONTAINING:

1,000,000 NOTES, 5 GOURDES, NOS. N000001 - N1000000
(EACH CASE CONTAINS 50,000 NOTES)

CASE NO.	NUMBERS	CASE NO.	NUMBERS	CASE NO.	NUMBERS
1710	N000001 - N050000	1717	N350001 - N400000	1724	N700001 - N750000
1711	N050001 - N100000	1718	N400001 - N450000	1725	N750001 - N800000
1712	N100001 - N150000	1719	N450001 - N500000	1726	N800001 - N850000
1713	N150001 - N200000	1720	N500001 - N550000	1727	N850001 - N900000
1714	N200001 - N250000	1721	N550001 - N600000	1728	N900001 - N950000
1715	N250001 - N300000	1722	N600001 - N650000	1729	N950001 - N1000000
1716	N300001 - N350000	1723	N650001 - N700000		

THIRTY (30) CASES, CONTAINING:

3,000,000 NOTES, 1 GOURDES, NOS. AA000001 - AA1000000
AB000001 - AB1000000
AC000001 - AC1000000
(EACH CASE CONTAINS 100,000 NOTES)

CASE NO.	NUMBERS	CASE NO.	NUMBERS	CASE NO.	NUMBERS
1730	AA000001 - AA100000	1740	AB000001 - AB100000	1750	AC000001 - AC100000
1731	AA100001 - AA200000	1741	AB100001 - AB200000	1751	AC100001 - AC200000
1732	AA200001 - AA300000	1742	AB200001 - AB300000	1752	AC200001 - AC300000
1733	AA300001 - AA400000	1743	AB300001 - AB400000	1753	AC300001 - AC400000
1734	AA400001 - AA500000	1744	AB400001 - AB500000	1754	AC400001 - AC500000
1735	AA500001 - AA600000	1745	AB500001 - AB600000	1755	AC500001 - AC600000
1736	AA600001 - AA700000	1746	AB600001 - AB700000	1756	AC600001 - AC700000
1737	AA700001 - AA800000	1747	AB700001 - AB800000	1757	AC700001 - AC800000
1738	AA800001 - AA900000	1748	AB800001 - AB900000	1758	AC800001 - AC900000
1739	AA900001 - AA1000000	1749	AB900001 - AB1000000	1759	AC900001 - AC1000000

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

SEPTEMBER 27, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI

PAGE 2

Dr.

OUR
ORDER

2-0702-484
2-0700-484

YOUR
ORDER

DATE OF
SHIPMENT

TERMS: NET,
F.O.B.N.Y.

MARKS

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI
PORT-AU-PRINCE
HAITI
ATTN: SENIOR
SUB-MANAGER
MADE IN U.S.A.
(PRINTED MATTER
UNISSUED BANK NOTE
FORMS)
#1710/1759

NET WEIGHT: 3,411 KILOS

GROSS WEIGHT: 4,355 KILOS

VIA: S.S. "METEOR"

VALUE: U.S.\$58,600.00 C.I.F.
PORT-AU-PRINCE

AMERICAN BANK NOTE COMPANY

VICE PRESIDENT

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET-BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V should not be filed for merchandise shipped intransit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for in-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph I (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the port of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried abroad each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify; i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications should be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Specify whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction VII (a) below.)

Column 14. - Insert the net quantity in Schedule B unit. State the unit of quantity shown; i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

VI. FOREIGN TRADE STATISTICS REGULATIONS-EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

FACTURE CONSULAIRE

CONSULAT DE LA



REPUBLIQUE D'HAITI

CONSULAR INVOICE

B. L. No. 40

0509

10.3.74

Marks (Marques) and Country of Origin BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT AU PRINCE HAITI ATTN: SENIOR SUB-MANAGER MADE IN U S A		Merchandise Shipped on the S.S.: METEOOR - DUTCH Nationality - Name (nom) on 10.3.74 Sailing from the Port of NEW YORK Partant du port de NEW YORK Name and Address of Shipper AMERICAN BANK NOTE COMPANY, 70 BROAD ST. NEW YORK Nom et adresse de l'expéditeur Consigned to order of BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, Consignées à l'ordre de PORT AU PRINCE Notify BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI Notifier DEPARTEMENT COMMERCIAL de PORT AU PRINCE		
Number Numéros	Nature Nature of Packing Nature de l'emballage	Denomination and Details of Each Article (Quantity, Quality, Measure, Yardage, etc.) in Terms of the Haitian Tariff. Dénomination et détails de chaque article (quantité, qualité, mesure, yardage, etc.) dans les termes du Tarif Haïtien.	Weights in Poids en K I L O S Gross Brut Net Net	Values in U.S. Currency Valeur en Monnaie des E.U.
1710/ 1759	50 CASES	PRINTED MATTER (INCOMPLETE BANK NOTE FORMS)	4355 3411	\$57,933.63

VU ET ENREGISTRE
LE CONSUL GENERAL D'HAITI
A NEW YORK

WILSON FLORESTA

CONSULAT GENERAL D'HAITI
NEW YORK

We affirm that this invoice is a correct and faithful expression of the truth, j'affirme que cette facture est l'expression sincère et fidèle de la vérité, that it corresponds in every particular with our books, and that neither the qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle, usual designation, nor the weights, nor the quantity or quality, nor the value ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles and origin named therein are in any way altered, and are thereof exactly the qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que same than those appeared on our Export Declaration No. submitted to the U. S. Custom House. of (date) ceux accusés sur ma déclaration No. du soumise à la Douane des Etats-Unis.

NEW YORK Date OCTOBER 9TH 19 74

J M RODGERS CO. INC For Account of

AMERICAN BANK NOTE COMPANY

Shippers Expéditeurs

Per: Signature

NOTE:—In all cases where the merchandise is taxed at net weight, le poids imposable des dites marchandises comprendra tous les emballages antérieurs ou immédiats, y compris les cartons ou objets en carton, non soumis à un droit plus élevé (Article 29, Law of July 26, 1926.)

Dans tous les cas où les marchandises sont taxées au poids net, le poids imposable des dites marchandises comprendra tous les emballages antérieurs ou immédiats, y compris les cartons ou objets en carton, non soumis à un droit plus élevé (Article 29, loi du 26 Juillet, 1926.)

ARRANGEMENT OF DOCUMENTS:

3 Consular Invoices and 3 Original Bills of lading clipped or stapled together, the invoice on top.

To each of the remaining Consular invoices a copy of signed B/L must be stapled and the whole set clipped together.

Value of merchandise	\$57933.63
Valeur des marchandises	
Packing (if not included in the value of the merchandise)	
Emballage (s'il n'est pas compris dans la valeur des marchandises)	
Inland Freight. Bill of Lading. Wharfage and Trucking Charges	
Frêt et frais du connaissement, embarquement et camionnage.	
Total F. O. B. Value	
Brokerage fees	
Commission d'achat	
Interest	
Intérêts	
Export Duties paid at Port of Origin	
Droits d'exportation acquittés au port d'origine	
Ocean Freight and Bill of Lading Expenses (including	585. 79.
embarking and disembarking)	
Frêt et frais du connaissement, embarquement et débarquement	80. 58
compris	
Insurance	
Assurance	
*2% of F O B value \$	
Consular fees:	Stamp on Inv. (\$1.20)
Droits consulaires:	B/L visa (\$2.00)
	Stamp on B/L (\$1.20)
Other expenses	
Autres frais	
Total amount of invoice	\$58,600. 00
Montant total de la facture	

CONSULAR INVOICE FEES

*For any merchandise being shipped by boat to Haiti and whose value FOB is inferior to \$200.00 — the fee is \$3.00 plus B/L visa and Stamps 7.40
Over \$200.00 — the fee is 2% on the value FOB plus B/L visa and Stamps
Visa for Certificate of Origin \$2.00 plus Stamps 1.20 3.20
Visa for Commercial Invoice if requested \$2.00 plus Stamp 1.20 3.20
ADDITIONAL FEES:
Visa on Consular Invoice requested after 4 p. m. 2.00*
Visa on Consular Invoice requested on holidays 4.00*

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES)

SHIPPER / EXPORTER

AMERICAN BANK NOTE COMPANY.
70 BROAD STREET,
NEW YORK N.Y. A 10004

DOCUMENT NO.

DOCK RECEIPT TO SHIPPER ATTN
DON WOOSTER. BY MESSENGER.AG 9/27/74

EXPORT REFERENCES

E 6114.

CONSIGNEE

BANQUE NATIONALE DE LA REPUBLIQUE D'
HAITI,
DEPARTMENT COMMERCIAL,
PORT-AU-PRINCE, HAITI.
ATTN: SENIOR SUB- MGR.

FORWARDING AGENT—REFERENCES

J. M. RODGERS CO., INC.
ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048
REF:

FMG-431

POINT AND COUNTRY OF ORIGIN

NEW YORK U.S.A.

ADDRESS ARRIVAL NOTICE TO

SAME AS ABOVE.

DOMESTIC ROUTING / EXPORT INSTRUCTIONS

PIER

FT 39 STREET, BROOKLYN

EXPORTING CARRIER (VESSEL)

METEOR SLG 10/4

PORT OF LOADING

NEW YORK.

ONWARD INLAND ROUTING

PORT OF DISCHARGE

PORT -AU- PRINCE.

FOR TRANSSHIPMENT TO

MARKS AND NUMBERS

NO. OF PKGS

DESCRIPTION OF PACKAGES AND GOODS

**GROSS WEIGHT
IN POUNDS**

**GROSS WEIGHT
IN KILOS**

BANQUE NATIONALE
DE LA REPUBLIQUE
D' HAITI
DEPARTMENT
COMMERCIAL
PORT-AU-PRINCE,
HAITI,
MADE IN USA
PRINTED MATTER
UNISSUED BANK
NOTE FORMS
1710 /1759.

50

LICENSE G-DEST

WOODS CASES PRINTED MATTER
(IMCOMPLETE BANK NOTE FORMS)

9600#

246-0 D8

BOOKING No.31

OCEAN FREIGHT PAID.

"United States law prohibits disposition of these commodities to the Soviet Bloc,
People's Republic of China, North Korea, Communist controlled areas of Vietnam,
Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."

FREIGHT CHARGES PAYABLE AT

OCEAN FREIGHT PAID.

BY

IN ACCEPTING THIS BILL OF LADING, the shipper,
consignee and owner of the goods and the holder
of this Bill of Lading expressly accept and agree
to all stipulations, exceptions and conditions,
whether written, typed, stamped, or printed, as
fully as if signed by each shipper, consignee,
owner of the goods and/or holder of this Bill of
Lading.

cu.	ft.	@	per 40 cu. ft.
"	"	"	"
"	"	"	"
"	"	"	"
"	"	"	"
Lbs.	@	per 2000 lbs.	
"	"	"	
"	"	"	
@			
@			
@			

TOTAL U.S. CURRENCY

FOR THE MASTER

ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

MO. DAY YEAR B/L NO.

By _____

10 3 74 40

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES)

SHIPPER / EXPORTER AMERICAN BANK NOTE COMPANY. 70 BROAD STREET, NEW YORK N.Y. A 10004		DOCUMENT NO. DON WOOSTER. BY MESSENGER. AG 9/27/74	
		EXPORT REFERENCES E 6114.	
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTMENT COMMERCIAL, PORT-AU-PRINCE, HAITI. ATTN: SENIOR SUB- MGR.		FORWARDING AGENT—REFERENCES J. M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF: FMC-431	
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
PIER FT 39 STREET, BROOKLYN		DOMESTIC ROUTING / EXPORT INSTRUCTIONS	
EXPORTING CARRIER (VESSEL) METEOR SLG 10/4	PORT OF LOADING NEW YORK.	ONWARD INLAND ROUTING	
PORT OF DISCHARGE PORT -AU- PRINCE.	FOR TRANSHIPMENT TO		

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI DEPARTMENT COMMERCIAL PORT-AU-PRINCE, HAITI, MADE IN USA PRINTED MATTER UNISSUED BANK NOTE FORMS # 1710 /1759.	50	LICENSE G-DEST WOODS CASES PRINTED MATTER (IMCOMPLETE BANK NOTE FORMS) BOOKING No.31 OCEAN FREIGHT PREPAID.	9600#	246-0 D8

"United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."

FREIGHT CHARGES PAYABLE AT OCEAN FREIGHT PAID BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

By _____

cu. ft. @ 82-	per 40 cu. ft.	504 30
" " " "	"	36 90
" " " "	"	541 20
Lbs. @	per 2000 lbs	2460
" " " "	"	10 76
@	"	923
@	"	585.79

BUNKER SURCHARGE
\$6.00 per 40 cu. ft. OR 2000 LBS
WHARFAGE \$1.50 PER 40 CU. FT. OR 2000 LBS
PORT CHARGES \$1.75 PER 40 CU. FT. OR 2000 LBS
SURCHARGE \$1.50 PER 40 CU. FT. OR 2000 LBS
Dated in NEW YORK, N.Y. OR 2000 LBS

MO. DAY YEAR B/L NO.
10 374 40



ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.

AFF. KONINKLIJKE NEDERLANDSCHE STOOMBOOT-MAATSCHAPPIJ N.V.
AMSTERDAM, HOLLAND

AMSTERDAM, HOLLAND

Branch Office in the United States

Head Office:

ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES).

ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.

25 Broadway, NEW YORK

39 c Breedestraat, WILLEMSTAD, CURACAO N.A.

RECEIVED IN APPARENT GOOD ORDER AND CONDITION, UNLESS OTHERWISE INDICATED HEREIN FOR SHIPMENT WITH THE VESSEL NAMED HEREIN OR SUBSTITUTE, THE GOODS OR PACKAGES MENTIONED ON REVERSE SIDE (WEIGHT, MEASUREMENTS, MARKS, NUMBERS, CONTENTS, QUANTITY, QUALITY AND VALUE UPON SHIPPER'S STATEMENT AND UNKNOWN TO THE CARRIER) TO BE CARRIED TO THE PORT OF DISCHARGE NAMED ON THE REVERSE SIDE HEREOF, SUBJECT TO THE FOLLOWING CONDITIONS:

- [illegible]

Durable Dupl. Sply., NYC

(continued on reverse side)

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665

NEW YORK, N.Y. 10048



F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD

FORWARDING INSTRUCTIONS

From AMERICAN BANK NOTE COMPANY

Address 70 BROAD ST., N.Y.C. 10004

Date SEPT. 27, 1974

Our Reference No. 2-0702-484 & 2-0700-484

MARKS & NOS.	NO. AND KIND OF PACKAGES	CONTENTS	GROSS WEIGHT	NET WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE, HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - UNISSUED BANK NOTE FORMS) #1710/1759		50 WOODEN CASES - INCOMPLETE PRINTED MATTER - BANK NOTE FORMS 20 CASES - 29 X 16 1/2 X 15 30 CASES - 28 X 22 X 14 3/4	9600	7520	246 CFT
EITHER ONE OF THESE CLAUSES MUST APPEAR ON YOUR INVOICES:		THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.		United States Law prohibits disposition of these commodities to the Soviet bloc, Communist China, North Korea, Macao, Hong Kong, Communist Controlled areas of Viet Nam and Laos and Cuba unless otherwise authorized by the United States.	

SCHEDULE B COMMODITY NO.

SPECIFY
A or B

GENERAL LICENSE (G. DEST.)
A)

EXPORT LICENSE NO.
B)

MAKE BILLS OF LADING
IN THE NAME OF

ALL CHARGES TO US

AS SHIPPER

CONSIGN TO ORDER OF

ULTIMATE CONSIGNEE (FULL NAME AND ADDRESS)

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI, ~~SENEXORXSB~~ ATTN: SENIOR SUB-MGR.

PORT OF DISCHARGE

PORT-AU-PRINCE

VALUE FOR CUSTOMS PURPOSES

~~\$58XX~~

58,600.00 CIP

INLAND FREIGHT TO BE PAID BY:

CARTAGE TO STEAMER TO BE PAID BY:

YOUR SERVICES TO BE PAID BY:

INSURANCE EFFECTED BY

☐ US

☐ CONSIGNEE

OCEAN FREIGHT TO BE PAID BY:

CONSUL FEES AND BLANKS TO BE PAID BY:

EFFECT INSURANCE FOR:

\$

PREMIUM TO BE PAID BY:

COLLECT
FOR OUR
ACCOUNT

AMOUNT

\$

METHOD OF COLLECTION

☐ C.O.D.

☐ S/D

☐ L/C

(ORIG. OR EXACT COPY OF L/C MUST ACCOMPANY THESE INSTRUCTIONS)

NAME OF BANK FOR COLLECTION

☐ OPEN ACCOUNT

MAIL

ORIGINAL DOCUMENTS TO:

TO US & 1 COPY N/N B/L

NON-NEGOTIABLE COPIES TO:

SPECIAL INSTRUCTIONS OUR TRUCK WILL DELIVER TO PIER ON AT A TIME DESIGNATED
BY YOU. SHIPMENT WILL BE OFFLOADED IMMEDIATELY INTO A CONTAINER, SAID CONTAINER
TO BE SEALED AND IMMEDIATELY PUT ON BOARD S.S.METEOR - METEOR SAILS 10/5
YOU WILL COMPLETE CONSULAR INVOICES.

ENCLOSURES:

EXPORT DECLARATION

We hereby authorize you to sign and endorse all documents in connection with this shipment.

The above is a correct declaration and should the shipment for any cause be refused or returned, we agree to pay any and all charges incurred.

Claims for loss or damage to packages or contents waived unless insured.

Yours truly,

ITT 11 04 1121

*

BANKTE 42179511+

E.L.F.
NOV - 7 1974

ITT MSG REF ZCLV0664*

BANKTE 421795

NEW YORK NOVEMBER 4 1974

INSULAIRE (BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI)

PORTAUPRINCE (HAITI)

FOR BONNEFIL

PLEASE DO NOT REMIT PAYMENT OUR INVOICE OCTOBER 16 STOP CORRECTED

BILL WILL FOLLOW

BANKNOTE

*

ITT MSG REF ZCLV0669*

BANKTE 4217950

[Handwritten signature]

November 7, 1974

FILING
NOV 11 1974

Banque Nationale de la Republique
d'Haiti
Departement Commercial
Port-au-Prince, Haiti

Attention: Senior Sub-Manager

Gentlemen:

With reference to our letter of October 17th and our telex of November 4th, enclosed please find a corrected bill in triplicate, in the amount of U.S.\$55,576.40 covering our shipment of October 5th of fifty (50) cases, Nos. 1710/1759.

Very truly yours,

AMERICAN BANK NOTE COMPANY

Assistant Manager
International Division

Enclosures.-

BCC: M. Georges Leger

(DW/mag)



4th COPY CORRECTED INVOICE

B 975

AMERICAN BANK NOTE COMPANY

EXECUTIVE OFFICES
(FOR CORRESPONDENCE ONLY)

70 BROAD STREET - NEW YORK, N. Y. 10004

212/944-6200 OCTOBER 16, 1974

FOR REMITTANCE ONLY
TO NEAREST POST OFFICE BOX:

**BANQUE NATIONALE DE LA
REPUBLIQUE D'HAITI**

PORT-AU-PRINCE

P. O. BOX 5457
CHURCH STREET STATION
NEW YORK, NEW YORK 10008
D-U-N-S 290-1452

P. O. BOX 91371
CHICAGO, ILLINOIS 60690
D-U-N-S 290-1460

P. O. BOX 360366M
PITTSBURGH, PA. 15230
D-U-N-S 00-494-9061

RETURN COPY WITH REMITTANCE

SALES OFFICE NO.	SALESMAN'S NO.	OUR ORDER	YOUR ORDER	TERMS:	NET DUE ON RECEIPT OF INVOICE
201	90	2-0700-484 2-0702-484	LTR. MAY 9, 1974	F. O. B.	C.I.F.

PORT-AU-PRINCE

3,000,000 NOTES - 1 GOURDE - NOS. AA000001 TO AA1000000
AB000001 TO AB1000000
AC000001 TO AC1000000

1,000,000 NOTES - 5 GOURDES NOS. N000001 TO N1000000

U.S. DOLLARS \$ 55,576.40

VIA: S.S. "METEOR"
50 CASES - NOS. 1710/1759

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

SELLER CONFIRMS THAT ALL GOODS SOLD OR TO BE SOLD TO YOU BY IT HAVE BEEN OR WILL BE PRODUCED BY IT IN COMPLIANCE WITH THE APPLICABLE PROVISIONS OF THE FAIR LABOR STANDARDS ACT OF 1938, AS AMENDED.

October 31, 1974

Banque Nationale de la Republique
d'Haiti
Departement Commercial
Port-au-Prince, Haiti

Attention: Senior Sub-Manager

Gentlemen:

CONFIRMATION OF SHIPMENT

We have shipped to you per the S.S. "METEOR" which sailed for Port-au-Prince on October 17th, fifty (50) cases, Nos. 1760/1809, containing:

3,000,000 Notes, 1 Gourde, Nos. AD000001 - AD1000000
AE000001 - AE1000000
AF000001 - AF1000000

1,000,000 Notes, 5 Gourdes, Nos. P000001 - P1000000

which is a partial shipment of your order of May 9, 1974.

We enclose herewith the original Bill of Lading, Consular Invoice, and Shipping Invoice, each in triplicate. Our bill covering this shipment will follow in a few days.

For your convenience, we are enclosing a copy of this letter which you may initial and return to us as evidence of your receipt of the above mentioned cases and documents herewith.

Very truly yours,

AMERICAN BANK NOTE COMPANY

Assistant Manager
International Division

Enclosures.-

(MAB:mag)

BCC: M. Georges N. Leger

TERMS AND CONDITIONS OF SERVICE

(Please Read Carefully)

All shipments to or from the Customer, which term shall include the exporter, importer, sender, receiver, owner, consignor, consignee, transferor or transferee of the shipments, will be handled by J.M. Rodgers Co., Inc. (hereinafter called the "Company") on the following terms and conditions:

1. **Services by Third Parties.** Unless the Company carries, stores or otherwise physically handles the shipment, and the loss, damage, expense or delay occurs during such activity, the Company assumes no liability as a carrier, and is not to be held responsible for any loss, damage, expense or delay to the goods to be forwarded or imported except as provided in paragraph 10 and subject to the limitations of paragraph 8 below, but undertakes only to use reasonable care in the selection of carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others to whom it may entrust the goods for transportation, cartage, handling and/or delivery and/or storage or otherwise. When the Company carries, stores or otherwise physically handles the shipment, it does so subject to the limitation of liability set forth in paragraph 8 below unless a separate bill of lading, air waybill or other contract of carriage is issued by the Company, in which event the terms thereof shall govern.

2. **Liability Limitations of Third Parties.** The Company is authorized to select and engage carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, as required, to transport, store, deal with and deliver the goods all of whom shall be considered as the agents of the Company, and the goods may be entrusted to such agencies subject to all conditions as to limitation of liability, loss, damage, expense or delay and to all rules, regulations, requirements and conditions, whether printed, written or stamped, appearing in bills of lading, receipts or tariffs issued by such carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others. The Company shall under no circumstances be liable for any loss, damage, expense or delay to the goods for any reason whatsoever when said goods are in custody, possession or control of third parties selected by the Company to forward, enter and clear, transport or render other services with respect to such goods.

3. **Choosing Routes or Agents.** Unless express instructions in writing are received from the Customer, the Company has complete freedom in choosing the means, route and procedure to be followed in the handling, transportation and delivery of the goods. Advice by the Customer to the Company that a particular person or firm has been selected to render services with respect to the goods shall not be construed to mean that the Company warrants or represents that such person or firm will render such services.

4. **Quotations and Binding.** Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given by the Company to the Customer are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon the Company unless the Company in writing specifically undertakes the handling or transportation of the shipment at a specific rate.

5. **Duty To Furnish Information.** (a) On an import at a reasonable time prior to entering of the goods for U. S. Customs, the Customer shall furnish to the Company invoices in proper form and other documents necessary or useful in the preparation of the U. S. Customs entry and, also, such further information as may be sufficient to establish the dutiable value, the classification and admissibility pursuant to U. S. law or regulation. If the Customer fails in a timely manner to furnish such information or documents in whole or in part, as may be required to complete U. S. Customs entry, or if the information or documents furnished are inaccurate or incomplete, the Company shall be deemed to use its best judgment in connection with the shipment. Where a bond is required by U. S. Customs for the event of the production of any document or the performance of any act, the Customer shall be deemed bound by the terms of the bond notwithstanding the fact that the bond has been executed by the Company as principal, it being understood that the Company entered into such undertaking at the instance and on behalf of the Customer, and the Customer shall indemnify and hold the Company harmless for the consequences of any breach of the terms of the bond. (b) On an export at a reasonable time prior to the exportation of the shipment the Customer shall furnish to the Company the commercial invoice in proper form and number, a proper consular declaration, weights, measures, values and other information in the language of and as may be required by the laws and regulations of the U. S. and the country of destination of the goods. (c) On an export or import the Company shall not in any way be responsible or liable for increased duty, penalty, fine or expense unless caused by the negligence or other fault of the Company, in which event its liability to the Customer shall be governed by the provisions of paragraph 8. The Customer shall be bound by and warrant the accuracy of all invoices, documents and information furnished to the Company by the Customer or its agent for export, entry or other purposes and the Customer agrees to indemnify and hold harmless the Company against any increased duty, penalty, fine or expense, including attorneys fees, resulting from any inaccuracy or omission or any failure to make timely presentation, even if not due to any negligence of the Customer.

6. **Declaring Higher Valuation.** Inasmuch as truckers, carriers, warehousemen and others to whom the goods are entrusted usually limit their liability for loss or damage unless a higher value is declared and a charge based on such higher value is agreed to by said truckers, etc., the Company must receive specific written instructions from the Customer to declare a higher value for valuation and the trucker, etc., must accept such higher declared value; otherwise the valuation placed by the Customer on the goods shall be considered solely for export or customs purposes, and the goods will be delivered to the truckers, etc., subject to the limitation of liability set forth herein in paragraph 8 with respect to any claim against the Company and subject to the provisions of paragraph 2 above.

7. **Insurance.** The Company will make reasonable efforts to effect marine, fire theft and other insurance upon the goods only after specific written instructions have been received by the Company in sufficient time prior to shipment from point of origin, and the Customer at the same time states specifically the kind and amount of insurance to be placed. The Company does not undertake or warrant that such insurance can or will be placed. Unless the Customer has its own export marine policy and instructs the Company to effect insurance under such policy, insurance shall be governed by the certificate or policy issued and will only be effective when accepted by underwriters to be selected by the Company. Any insurance placed shall be covered by the certificate or policy issued and will only be effective when accepted by such insurance companies or other underwriters. Should an insurer dispute its liability for any reason, the insured shall have recourse against the insurer only and the Company shall not be under any responsibility or liability in relation thereto, notwithstanding that the premium upon the policy may not be at the same rates as that charged or paid to the Company by the Customer, or that the shipment was insured under a policy in the name of the Company. Insurance premiums and the charge of the Company for arranging the same shall be at the Customer's expense. If for any reason the goods are held in warehouse, or elsewhere, the same will not be covered by any insurance, unless the Company receives written instructions from the Customer. Unless specifically agreed in writing, the Company assumes no responsibility to effect insurance on any export or import shipment which it does not handle.

8. **Presenting Claims.** In no event shall the Company be liable for any claim, omission or default by it in connection with an exportation or importation, unless a claim therefor shall be presented to its office within one hundred eighty (180) days from date of exportation or importation of the goods in a written statement to which sworn proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

9. **Liability of Company.** It is agreed that any claim or demand for loss, damage, expense or delay shall be only against the carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen or others in whose actual custody or control the goods may be at the time of such loss, damage expense or delay, and that the Company shall not be liable or responsible for any claim or demand for any loss, damage, expense or delay, unless in each case the goods were in the actual custody or control of the Company and the damages alleged to have been suffered be proven to be caused by the negligence or other fault of the Company, its officers or employees, in which event the limitation of liability set forth in paragraph 8 herein shall apply. The Company shall not in any circumstances be liable for damages arising from loss of profit.

10. **Advancing Money.** The Company shall not be obliged to incur any expense, guarantee payment or advance any money in connection with the importing, forwarding, transporting, insuring, storing or cooping of the goods, unless the same is previously provided to the Company by the Customer on demand. The Company shall be under no obligation to advance freight charges, customs duties or taxes on any shipment, nor shall any advance by the Company be construed as a waiver of the provisions hereof.

11. **Indemnification for Freight Duties.** In the event that a carrier, other person or any governmental agency makes a claim or institutes legal action against the Company for ocean or other freight, duties, fines, penalties, liquidated damages or other money due arising from a shipment of goods of the Customer, the Customer agrees to indemnify and hold harmless the Company for any amount the Company may be required to pay such carrier, other person or governmental agency together with reasonable expenses, including attorney fees, incurred by the Company in connection with defending such claim or legal action and obtaining reimbursement from the Customer. The confiscation or detention of the goods by any governmental authority shall not affect or diminish the liability of the Customer to the Company to pay all charges or other money due promptly on demand.

12. **Sale of Perishable Goods.** Perishable goods or live animals to be exported or which are cleared through customs concerning which no instructions for disposition are furnished by the Customer may be sold or disposed of without any notice to the Customer, owner or consignee of the goods, and payment to the sender or holder of the goods may be made after deduction of charges shall be equivalent to delivery. In the event that any shipment is refused or remains unclaimed at destination or any transshipping point in the course of transit or is returned for any reason, the Customer shall nevertheless pay the Company for all charges and expenses in connection therewith. Nothing herein contained shall obligate the Company to forward or enter or clear the goods or arrange for their disposal.

13. **C.O.D. Shipments.** Goods received with Customer's or other person's instructions to "Collect on Delivery" (C.O.D.) by drafts or otherwise, or to collect on any specified terms by time drafts or otherwise, are accepted by the Company only upon the express understanding that it will exercise reasonable care in the selection of a bank, correspondent, carrier or agent to whom it will send such item for collection, and the Company will not be responsible for any act, omission, default, suspension, insolvency or want of care, negligence, or fault of such bank, correspondent, carrier or agent, nor for any delay in remittance lost in exchange, or loss during transit, or while in the course of collection.

14. **General Lien on Any Property.** The Company shall have a general lien on any and all property (and documents relating thereto) of the Customer, in its possession, custody or control or en route, for all claims for charges, expenses or advances incurred by the Company in connection with any shipments of the Customer and if such claim remains unsatisfied for thirty (30) days after demand for its payment is made, the Company may sell at public auction or private sale, upon ten (10) days written notice, registered mail (R.R.), to the Customer, the goods, wares and/or merchandise, or so much thereof as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the Company. Any surplus from such sale shall be transmitted to the Customer, and the Customer shall be liable for any deficiency in the sale.

15. **Compensation of Company.** The compensation of the Company for its services shall be included with and is in addition to the rates and charges of all carriers and other agencies selected by the Company to transport and deal with the goods and such compensation shall be exclusive of any brokerage, commissions, dividends or other revenue received by the Company from carriers, insurers and others in connection with the shipment. In any referral for collection or action against the Customer for monies due to the Company, upon recovery by the Company, the Customer shall pay the expenses of collection and/or litigation, including a reasonable attorney fee.

16. **Picking Up Shipments or Samples.** The Company shall not itself be obligated to pick up a shipment from a carrier or a sample from U. S. Customs. Should the Company render such a service for and on behalf of the Customer, the Company shall not be responsible for loss or damage to the shipment unless it is in the actual custody and control of the Company or its employees and the loss or damage is caused by the negligence or other fault of the Company or its employee, in which event the limitation of liability set forth in paragraph 8 herein shall apply.

17. **No Responsibility for Governmental Requirements.** It is the responsibility of the Customer to know and comply with the marking requirements of U. S. Customs, the regulations of the U. S. Food and Drug Administration and all other requirements of law or official regulations. The Company shall not be responsible for action taken or fines or penalties assessed by any governmental agency against the shipment because of the failure of the Customer to comply with the law or the requirements or regulations of any governmental agency or with a notification issued to the Customer by any such agency.

18. **Loss, Damage or Expense Due To Delay.** Unless the services to be performed by the Company on behalf of the Customer are unduly delayed by reason of the negligence or other fault of the Company, the Company shall not be responsible for any loss, damage or expense incurred by the Customer because of such delay. In the event the Company is at fault, as aforesaid, its liability is limited in accordance with the provisions of paragraph 8 above.

19. **Construction of Terms and Venue.** The foregoing terms and conditions shall be construed according to the laws of the State of New York. Unless otherwise consented to in writing by the Company, no legal proceeding against the Company may be instituted by the Customer, its assigns, or subrogee except in the City of New York.

APPROVED BY:
NATIONAL CUSTOMS BROKERS & FORWARDERS ASSOC. OF AMERICA, INC. - NEW YORK FOREIGN FREIGHT FORWARDERS & BROKERS ASSOC. INC. - CUSTOMS BROKERS & FORWARDERS ASSOC. OF MIAMI, INC. - SAN FRANCISCO CUSTOMS BROKERS ASSOC. - CUSTOMS BROKERS & FORWARDERS ASSOC. OF CHICAGO, INC. - BOSTON CUSTOMS BROKERS & INTERNATIONAL FORWARDERS ASSOC. - CUSTOMHOUSE BROKERS & INTERNATIONAL FREIGHT FORWARDERS ASSOC. OF WASHINGTON STATE - LOS ANGELES CUSTOMS & FREIGHT BROKERS ASSOC. INC. - PHILADELPHIA CUSTOMS BROKERS ASSOC. - NORTHERN U.S. BORDER - BALTIMORE CUSTOMHOUSE BROKERS & FORWARDERS ASSOC. - DETROIT FREIGHT BROKERS, FORWARDERS & CUSTOMS BROKERS ASSOC. - NEW ORLEANS ASSOC. OF CUSTOMS BROKERS, INC. - PUGH'S CUSTOMHOUSE BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - COLUMBIA RIVER CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - INDEPENDENT FREIGHT FORWARDERS & BROKERS ASSOC. OF SAVANNAH, INC. - ASSOC. OF FORWARDING AGENTS & FOREIGN FREIGHT BROKERS OF MOBILE - CUSTOMS BROKERS & FREIGHT FORWARDERS ASSOC. OF CHARLESTON, S.C. INC. - EXPORT-IMPORT ASSOC. OF VIRGINIA

SHIPPER / EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK N.Y. 10004		DOCUMENT NO. DOCK RECEIPT TO SHIPPER ATTN: MR. DON WOOSTER. AG 10/9/74	
		EXPORT REFERENCES E 6168.	
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI. PORT - AU - PRINCE, HAITI. ATTN: Senior Sub MGR.		FORWARDING AGENT—REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF: FMC-431	
ADDRESS ARRIVAL NOTICE TO SAME C/o DEPARTAMENT COMMERCIAL.		POINT AND COUNTRY OF ORIGIN NEW YORK USA.	
PIER FT. 39 th Street, Brooklyn.		DOMESTIC ROUTING / EXPORT INSTRUCTIONS	
EXPORTING CARRIER (VESSEL) METEOR SLG 10/17		ONWARD INLAND ROUTING	
PORT OF DISCHARGE Port -Au- Prince.		PORT OF LOADING NEW YORK	
		FOR TRANSHIPMENT TO	

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI, PORT -AU- PRINCE, HAITI MADE IN USA PRINTED MATTER UNISSUED BOOK NOTE FORMS # 1760/1809. "United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."	50	LICENSE G-DEST WOOD CASES PRINTED MATTER. OC [REDACTED]	9600#	246-0 DB

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

cu.	ft.	@	per 40 cu. ft.		
	"	"	"		
	"	"	"		
	"	"	"		
	"	"	"		
	"	"	"		
Lbs.	@		per 2000 lbs.		
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	"	"	"		
	@				
	@				
	@				
TOTAL U.S. CURRENCY					

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

MO. DAY YEAR B/L NO.
10 17 74 80

By _____



ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.

WILLEMSTAD, CURACAO N.A.

AFF. KONINKLIJKE NEDERLANDSCHE STOOMBOOT-MAATSCHAPPIJ N.V.
AMSTERDAM, HOLLAND

Branch Office in the United States

ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES).

25 Broadway, NEW YORK

Head Office:

ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.

39 c Breedestraat, WILLEMSTAD, CURACAO N.A.

RECEIVED IN APPARENT GOOD ORDER AND CONDITION, UNLESS OTHERWISE INDICATED HEREIN FOR SHIPMENT WITH THE VESSEL NAMED HEREIN OR SUBSTITUTE, THE GOODS OR PACKAGES MENTIONED ON REVERSE SIDE (WEIGHT, MEASUREMENTS, MARKS, NUMBERS, CONTENTS, QUANTITY, QUALITY AND VALUE UPON SHIPPER'S STATEMENT AND UNKNOWN TO THE CARRIER) TO BE CARRIED TO THE PORT OF DISCHARGE NAMED ON THE REVERSE SIDE HEREOF, SUBJECT TO THE FOLLOWING CONDITIONS.

1. **Definitions.** In this bill of lading, the word "ship" shall include any substituted vessel, and any craft, lighter or other means of conveyance owned, chartered, operated or employed by the Carrier; subject to clause 22 hereof the word "Carrier" shall include the ship, her owner, operator, demise charterer, time charterer, master and any substituted Carrier, whether the owner, operator, charterer or master shall be acting as carrier or bailee; the word "shipper" shall include the person named as such in this bill of lading and the person for whose account the goods are shipped; the word "consignee" shall include the holder of the bill of lading, properly endorsed, and the receiver and the owner of the goods; the word "charges" shall include freight and all expenses and money obligations incurred and payable by the goods, shipper, consignee, or any of them.

2. **Law of Application.** This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, which shall be deemed to be incorporated herein and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. The Carrier shall be entitled to the full benefit of the provisions of Section 4281 to 4286 inclusive of the Revised Statutes of the United States and amendments thereto, also in case the carrying ship is not chartered by demise but on time or voyage charter basis. This bill of lading shall be construed and the right of parties thereunder determined according to the law of the United States. If any term or condition contained in this Bill of Lading is proved to be repugnant to or inconsistent with any compulsory applicable Act or rule of law such term or condition shall be void to the extent of such repugnancy or inconsistency but no further.

3. **Jurisdiction.** All actions against the carrier, as carrier or otherwise, under and/or relating to the present contract, whether in personam or in rem, shall be brought before the Court where the Carrier has its principal place of business, even in case of connectivity, plurality of defendants, summons for or in third party procedure and/or tort, and no other foreign Court shall have jurisdiction with regard to any such action unless the carrier appeals to another jurisdiction or voluntarily submits himself thereto.

4. **Period of Responsibility.** The Carrier shall not be liable for loss or damage to the goods during the period before loading into and after discharge from the vessel however such loss or damage arises.

Goods in the custody of the Carrier or his agent before or after discharge whether being forwarded to or from the ship or whether awaiting shipment, whether landed or stored, or put into bulk or craft belonging to the Carrier or not, or pending transshipment at any stage of the whole transport, are in such custody at the sole risk of the consignee.

The words "loading" respectively "discharge" mean:

a. the moment when the tackle (whether or not belonging to the ship) loading the goods into or upon, respectively discharging the goods out of or from the seagoing ship is hooked on to lift the goods, respectively is unhooked.

b. for goods which are loaded respectively discharged by means of elevator the moment when the goods leave respectively enter the shaft belonging to or connected with the elevator.

c. for goods which are loaded, respectively discharged, by means of grab or similar instrument the moment when the goods are brought out of, respectively in, the grab (or similar instrument) in respect of out of, the hold of space of the seagoing ship.

d. for any liquid cargo in bulk the moment when the liquid cargo enters, respectively leaves, any pipe or tank belonging to the seagoing ship's equipment.

Each component part of the goods shipped or to be shipped under this Bill of Lading shall for the purpose of this clause be considered as its own.

5. **The Voyage.** The scope of voyage hereunder contracted for shall include usual or customary or advertised ports of call whether named in this contract or not, at ports or out of the advertised, geographical, usual or ordinary route or order, even though in proceeding thereto the ship may sail beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route. The ship may call at any port for the purposes of the current voyage or of a prior or subsequent voyage. The ship may omit calling at any port or ports whether scheduled or not, and may call at the same port more than once, may, either with or without the goods on board, and before or after proceeding toward the port of discharge, adjust, tow, dry, go on ways or to repair yards, make repairs, shift berths, take fuel or stores, remain in port, sail without pilots, call and be towed, and save or attempt to save life or property, or any of the foregoing are included in the contract voyage.

6. In any situation whatsoever or whenever occurring or anticipated before commencement of or during the voyage, which in the judgment of the Carrier or master is likely to give rise to capture, seizure, detention, damage, delay or disadvantage to or loss of the ship or any part of her cargo, or to make it unsafe, imprudent, or unlawful for any reason to proceed on or continue the voyage or to enter or discharge the goods at the port of discharge or the port of transshipment or the usual place of discharge in such ports or to give rise to delay, or difficulty in arriving, discharging at or leaving the port of discharge or the usual place of discharge, or to reach the usual place of discharge therein or attempting to discharge the goods there, may, without giving any prior notice, discharge the goods into depot, layette, craft, or other place and the goods shall be liable for any extra expense thereby incurred, or the master may proceed or return, directly or indirectly, to or stop at any other port or place whatsoever as he or the Carrier may consider safe or advisable under the circumstances and discharge the goods at any such port or place without giving any prior notice and, when landed as hereinabove provided, the goods shall be at their own risk and expense, the delivery thereof by the Carrier shall be considered complete and the Carrier shall be freed from any further responsibility, in respect thereof except to mail notice of such port or place to the shipper or consignee named in this bill of lading at such address as may be stated herein, or the master may retain the cargo on board until the return trip or until such time as he or the Carrier thinks advisable, or the master may forward the goods by any means by water or by land, or by both such means, at the risk and expense of the goods. For any services rendered to the goods as hereinabove provided, the Carrier shall be entitled to a reasonable extra compensation.

Another vessel may be substituted for the ship, without notice, whenever and wherever the Carrier deems it desirable, whether or not the substituted vessel is owned or operated by the Carrier, or arrives or departs or is scheduled to arrive or depart before or after the ship.

7. The Carrier, master and ship shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination, delivery or otherwise lawfully given by the government of any nation or department thereof or by the United Nations or any person acting or purporting to act with the authority of such government or of any department thereof, or by any committee or person having under the terms of the war risk insurance on the ship, the right to give such orders or directions. Delivery or other disposition of the goods in accordance with such orders or directions shall be a fulfillment of the contract voyage. The ship may carry contraband, explosives, munitions, warlike stores, hazardous goods, and may sail armed or unarmed with or without convoy.

The Owners and/or Agents and/or Master, in the event of existing, threatening or impending adverse weather or ice conditions, have sole discretion to decide whether the vessel shall or shall not proceed to or enter the port of loading or discharge, or if the vessel shall have entered the port of loading or discharge whether, if loading or discharge has commenced the vessel shall or shall not continue loading or discharging or, if loading or discharge has not begun, whether the vessel shall or shall not continue to load or discharge, and whether the vessel shall or shall not proceed to the nearest convenient port and there load or discharge or complete loading or discharge. Any and all extra expenses and risk of forwarding otherwise in consequence thereof shall be borne entirely by the Shipper and/or Consignee of the goods.

8. **Transshipment, Forwarding etc.** Whenever the Carrier or master may deem it advisable or in any case where the goods are consigned to a point where the ship does not expect to discharge, the Carrier or master may, without notice, forward the whole or any part of the goods before or after loading, at the original port of shipment or any other place or places even though outside the scope of the voyage or to any port or place, or to the port of discharge, or to the destination of the goods, by any vessel, vessels or other means of transportation by water or by land or by both such means, whether operated by the Carrier or by others, and whether departing or arriving or scheduled to depart or arrive before or after the ship expected to be used for the transportation of the goods. The Carrier, in making arrangements for any transshipping or forwarding vessel or means of transportation not operated by this Carrier, shall be considered solely the forwarding agent of the shipper and without any other responsibilities whatsoever.

All responsibilities of the carrier in its capacity shall altogether cease and the goods shall be deemed delivered by him and this contract of carriage shall be deemed fully performed or actual or constructive delivery of the goods to himself as agent of the shipper and consignee or to the person or persons at the port of discharge from ship, wherever in case of an earlier transshipment. This shipper and consignee shall be liable to the carrier for and shall indemnify him against all expense of forwarding and transshipping, including any increase in or additional freight or other charges whatsoever. This carrier shall not be responsible for the acts, neglect, delay, or failure to act of anyone to whom the goods are entrusted or delivered for storage, handling, or any service incidental thereto.

9. The carriage by any transshipping or forwarding carrier and all transshipping or forwarding shall be subject to all the terms whatsoever in the regular form of bill of lading, freight note, contract or other shipping document used at the time by such carrier, whether issued for the goods or not, and even though such terms may be less favorable to the shipper or consignee than the terms of this bill of lading and may contain more stringent requirements as to notice of claim or commencement of suit and may exempt the carrier from liability for negligence. The shipper expressly authorizes the Carrier to arrange with any such transshipping or forwarding carrier that the lowest valuation of the goods or limitation of liability contained in the bill of lading or shipping document of such carrier shall apply even though lower than the valuation or limitation herein. Pending or during transshipment the goods may be stored ashore or afloat at their risk and expense and the Carrier shall not be liable for detention.

The carrier or master, in the exercise of his discretion, may at any time, whether or not customary, and without notice require the goods to be lightered to or from the ship at the risk and expense of the goods and, in this event, the carrier or master may make arrangements for lightering or use of craft but, in so doing shall be considered solely as the agent of the shipper and consignee and without any responsibility whatsoever. The carrier shall not be responsible for the choice of condition, seaworthiness or manner of such lighter or craft nor for any loss or damage to the goods while on such lighter or craft or in the custody of the lightermen. If the goods are lightered or forwarded with lighter or craft operated or controlled by the carrier himself the carrier in any capacity whatsoever shall not be responsible for loss of or damage to or in connection with the goods, however caused, even in case of negligence, and may collect the cost thereof from shipper or consignee.

10. **Accuracy of Description of Goods.** The shipper, whether principal or agent, affirms and warrants that the goods are properly and fully described, marked, packed, secured and put in adequate containers and can be handled in ordinary course without damage to the goods, ship, or property or persons and guarantees the correctness of the particulars, weight of each piece or package and description of the goods. If the weight of any article or package is incorrectly given or no weight is declared of an article or package exceeding 1 ton and in consequence thereof any loss or damage arises either to the article or package or to the ship or other property of the carrier or of others, or if any loss of life or personal injury is sustained by any person or persons, the shipper and owner of the cargo shall be liable for such loss or damage or personal injury and shall indemnify the carrier against any claim of third parties. The carrier and his agents shall not be responsible for the correctness of the weight, measurement, contents, condition, trade, origin, nature, quality and value shall not be attributable to nor the responsibility of the carrier.

Without limiting the generality of the foregoing it is agreed that as the carrier has no reasonable means of checking the quantity or weight of goods shipped (including bulk and liquid cargo), the carrier does not represent that the quantity or weight of such goods as furnished by the shipper and appearing in this Bill of Lading is accurate.

11. **Liabilities.** The carrier shall not be responsible for specie, bullion, jewelry, plate, precious stones or metal bank notes, bonds

or other negotiable documents or valuables until actually delivered on board the ship to the master or other officer in charge of the deck at the time and signed by him. Delivery must be taken on the ship's dock at port of discharge and the Carrier's responsibility shall then cease.

12. **Deck Cargo; Live Animals.** Goods may always be stowed on deck. Goods stowed in poop, forecabin, deckhouse, shelter deck, passenger space, store room, bunker space or any other covered-in space shall be deemed to be stowed under deck for all purposes, including General Average. Goods carried on deck and stowed herein to be so carried and live animals are received, loaded, stowed, carried, carried, discharged and delivered solely at shipper's and the carrier's risk and the carrier shall not be liable for loss thereof or damage thereto even though resulting from unseaworthiness or from lack of due diligence to make the vessel seaworthy or from any fault, negligence or omission of the carrier personally or of his servants, agents or subcontractors.

13. **Special Heating, Cooling and Ventilation.** The carrier does not undertake to carry any goods in refrigerated or specially cooled, specially heated, heated or ventilated compartments, and shall not be liable for any loss or damage for failure to do so, unless such carriage is expressly stipulated for herein.

14. **Delay.** The carrier, as carrier or in any other capacity whatsoever, shall not be liable for loss or damage arising or resulting from delay, no matter what the cause thereof may be.

15. **Discharge and Delivery.** The Carrier may commence discharge immediately on arrival of the ship without giving notice of arrival or discharge or may delay the discharge until such time as it may be convenient to the carrier, at any wharf, craft or place that the Carrier may select and continuously Sundays and holidays included. At all such hours by day or by night as the Carrier may determine no matter what the weather or custom of the port may be.

The consignee as soon as the goods are at disposal for removal, shall receive and take delivery from ship's tackle or elsewhere as required by the carrier, whether the goods are damaged, unmerchantable or have lost their identity in default whereof the carrier may, subject to his lien, send the goods to store, put them on lighters or other craft, or otherwise dispose of them, always at the risk and expense of the goods.

The carrier shall not be liable in respect whatsoever of heat or refrigeration or special cooling or ventilating facilities shall be furnished during loading or discharge or any part of the time that the goods are upon the wharf, craft, or other loading or discharging place and the carrier does not undertake to furnish such facilities. The Carrier may require the consignee to furnish lighters and other craft, cranes, derrick, wharf and other facilities to enable the ship to discharge as soon as the ship is ready and as fast as the master may require, and the goods shall be liable for all loss and expense resulting from any detention of the ship caused by consignee's delay and default. Damages shall be computed at the rate of 100 United States currency per net registered ton per running day specified in the applicable tariff of the Carrier or on the face hereof.

Whether the goods are received or taken by customs or other authorities or by the operator of any lighter, dock, warehouse, elevator or other facility, whether selected by the carrier, shipper or consignee, and whether public or private, such authority or operator shall be considered as having received possession and delivery of the goods solely as agent of and on behalf of the shipper and consignee, at the risk and expense of the goods and subject to any lien of the carrier thereon.

When consignee's inspectors check the goods in co-operation with the ship's checkers the ship's checking shall be accepted by the shipper and consignee as conclusive evidence.

16. If required by the Carrier, one signed bill of lading duly endorsed must be surrendered to the agent of the ship at the port of discharge in exchange for delivery order.

Goods that cannot be identified as to marks or numbers, cargo sweepings, liquid residue and any unclaimed goods not otherwise accounted for shall be allocated for completing delivery to the various consignees of goods of like character in proportion to any apparent shortage, loss of weight or damage.

17. Consignees or parties applying for their goods are required to see that they get the right marks and numbers, and after the lighter-men, truckmen, wharfmen, or the party applying for the goods has signed for the same, the vessel and the carrier respectively are discharged from all responsibility for misdelivery or non-delivery. The carrier shall not be responsible for failure to assort goods and to deliver goods separately in accordance with marks and numbers mentioned on the reverse side.

18. The goods shall be liable for all expense of mending, cooing, baling or reconditioning of the goods or packages and gathering of loose cargo or contents of packages, also for any payment, expense, fine, dues, duty, tax, impost, loss, damage or detention sustained or incurred by or levied upon the Carrier or the ship in connection with the goods, howsoever caused, including any action in replevin or in rem or in personam or by governmental authorities or person purporting to act under the authority thereof, seizure under legal process or attempted seizure, incorrect or insufficient marking, numbering or addressing of packages or description of the contents, failure of the shipper or consignee to procure consular, Board of Health or other certificates to accompany the goods, failure to comply with laws or regulations of any kind imposed with respect to the goods by the authorities at any port or place, or any act or omission of the shipper or consignee.

19. **Freight and other charges.** Freight shall be payable, at Carrier's option, on gross unladen weight or measurement, or gross discharge weight or measurement, or ad valorem basis, or package basis. Freight may be calculated on the basis of the particulars of the goods furnished by the shipper herein but the Carrier may at any time open the packages and examine, weight, measure and value the goods. In case shipper's particulars are found to be erroneous and additional freight is payable, the goods shall be liable also for any expense incurred for examining, weighing, measuring and valuing the goods. Full freight hereunder for port of discharge named herein shall be considered completely earned on receipt of the goods by the Carrier, whether the freight be stated or intended to be prepaid or to be collected at destination, and the Carrier shall be entitled to all freight and charges due hereunder, whether actually paid or not, and to receive and retain them irreversibly under all circumstances whatsoever ship and/or cargo lost or not lost or voyage interrupted or abandoned. Full freight shall be paid whether the goods be damaged or lost, or packages be empty or partly empty. If there shall be a forced interruption or abandonment of the voyage at the port of shipment or risk where any warding of the goods or any part thereof shall be at risk and expense of the goods. All unpaid charges shall be paid in Full and will be due and payable at the time of the receipt of the goods at the port of destination, or at Carrier's option, in the currency of the port of discharge at the demand rate of New York exchange as quoted on the day of the ship's entry at the Custom House or her port of discharge.

The Carrier shall have a lien on the goods, which shall survive delivery, for all charges due hereunder and may enforce this lien by public or private sale and without notice upon the goods or any part thereof and any other property belonging to the shipper or consignee which may be in the carrier's possession.

The shipper and consignee shall be jointly and severally liable to the Carrier for the payment of all charges and for the performance of the obligation of each of them under the terms of this bill of lading.

20. **Adjustment of Claims.** In case of any loss or damage to or in connection with goods exceeding in actual value \$ 500 lawful money of the United States, per package, or in case of goods not shipped in packages, per customary freight unit, the value of the goods shall be deemed to be \$ 500 per package or per unit, on which basis the freight is adjusted and the Carrier's liability, if any, shall be determined on the basis of a value of \$ 500 per package or per customary freight unit, unless the nature of the goods and a valuation higher than \$ 500 shall have been declared in writing by the shipper upon delivery to the Carrier and inserted in this bill of lading and extra freight paid (required and in such case if the actual value of the goods per package or per customary freight unit shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value. In view of the difficulty of ascertaining the exact market value at the port of destination, it is hereby agreed that the market value shall be deemed to be the invoice value, whether such invoice shall be higher or lower than exact market value.

21. **Uninsured loss of damage and the general nature of such loss or damage be given in writing to the Carrier upon arrival at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, such removal shall be prima facie evidence of the delivery by the carrier of the goods as described in the bill of lading. If the loss or damage is not apparent the notice must be given within three days of the delivery. In any event the Carrier and the ship shall be discharged from all liability in respect of loss or damage or otherwise unless suit is brought within one year after the delivery of the goods of the date when the goods should have been delivered.**

22. **Identity of carrier.** If the carrying ship is not owned by the Company by whom this Bill of Lading is issued, this Bill of Lading shall effect only as a contract with the Owner as principal made through the agency of the said Company who acts as agent only and shall be under no personal liability whatsoever in respect thereof.

23. **General Average.** General Average will be adjusted and payable at New York or elsewhere at the option of the Carrier, according to the York-Antwerp Rules 1950 and as to matters not therein provided according to laws and usages at the place of adjustment. General Average shall be prepared by average adjusters selected by the Carrier, said adjusters to attend to the settlement and collection of the average subject to the customs charges.

The consignee is bound to sign before delivery of the cargo the General Average Bond in favor of the Carrier and to contribute to the amount fixed by the Carrier as a security for the contribution ultimately due, the Carrier reserving the right to deliver the goods to the consignees unless such Bond has been signed and deposit has been paid. Cargo not shipped under a bill of lading not to contribute to General Average.

All costs, sacrifices and expenditures incurred in the event of stranding to bring the vessel ashore, including towage and lighterage etc. (even if the vessel and cargo were not in immediate or prospective peril, to be considered as General Average. In the event of accident, danger, damage, or disaster, before or after commencement of the voyage, arising from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the Carrier, salvage shall be paid by the Carrier as if such salving ship or ships belonged to strangers. Such deposit at the Carrier or his agents shall be sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, shippers, consignees or owners of the goods to the Carrier before delivery.

24. **Servants and Agents.** It is hereby expressly agreed that no servant or agent of the carrier (including every stevedore or other independent contractor from time to time employed by the Carrier) shall in any circumstances whatsoever be under any liability whatsoever kind arising or resulting directly or indirectly from any act, neglect or default on his part while acting in the course of or in connection with his employment and, without prejudice to the generality of the foregoing provisions in this Clause, every exemption, limitation, condition and liberty herein contained and every right, exemption from liability, defense and immunity of whatever nature applicable to the Carrier or to which the Carrier is entitled hereunder shall also be available and shall extend to protect every servant or agent of the carrier acting as agent or trustee on behalf of and for the benefit of all persons who are or might be his servants or agents from time to time (including stevedores or other independent contractors as aforesaid) and all such persons shall to this extent be deemed to be parties to the contract in or evidenced by this Bill of Lading.

(continued on reverse side)

Durable Dupl. Sply., NYC

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665

NEW YORK, N.Y. 10048



F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD

FORWARDING INSTRUCTIONS

From **AMERICAN BANK NOTE COMPANY**
Address **70 BROAD ST., N.Y.C. 10004**

Date **OCT. 9, 1974**
Our Reference No. **2-0702-584**
2-0700-484

MARKS & NOS.	NO. AND KIND OF PACKAGES	CONTENTS	GROSS WEIGHT	NET WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE, HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - UNISSUED BANK NOTE FORMS) #1760/1809		50 WOODEN CASES - XMEEMREXXE PRINTED MATTER - INCOMPLETE BANK NOTE FORMS. 20 CASES - 29 X 16 1/2 X 15 10 CASES - 28 X 22 X 14 3/4	9600	7520	246 CFT

EITHER ONE OF THESE CLAUSES MUST APPEAR ON YOUR INVOICES:

THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION.
DIVERSION CONTRARY TO U.S. LAW PROHIBITED.

United States Law prohibits disposition of these commodities to the Soviet Bloc, Communist China, North Korea, Macao, Hong Kong, Communist Controlled areas of Viet Nam and Laos and Cuba unless otherwise authorized by the United States.

SCHEDULE B COMMODITY NO.

SPECIFY
A or B

GENERAL LICENSE (G. DEST.)
A)

EXPORT LICENSE NO.
B)

MAKE BILLS OF LADING
IN THE NAME OF

ALL CHARGES TO US

AS SHIPPER

CONSIGN TO ORDER OF

ULTIMATE CONSIGNEE (FULL NAME AND ADDRESS)

BANQUE NATIONALE DE LA REPUBLIQUE, D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI, ATTN: SENIOR SUB.MGR.

PORT OF DISCHARGE

PORT-AU-PRINCE

VALUE FOR CUSTOMS PURPOSES

\$58,600 C.I.F.

INLAND FREIGHT TO BE PAID BY:

CARTAGE TO STEAMER TO BE PAID BY:

YOUR SERVICES TO BE PAID BY:

INSURANCE EFFECTED BY

☐ US ☐ CONSIGNEE

OCEAN FREIGHT TO BE PAID BY:

CONSUL FEES AND BLANKS TO BE PAID BY:

EFFECT INSURANCE FOR:

PREMIUM TO BE PAID BY:

\$

COLLECT

FOR OUR
ACCOUNT

AMOUNT

\$

METHOD OF COLLECTION

☐ C.O.D.

☐ S/D

☐ L/C

(ORIG. OR EXACT COPY OF L/C MUST ACCOMPANY THESE INSTRUCTIONS)

NAME OF BANK FOR COLLECTION

☐ OPEN ACCOUNT

ORIGINAL DOCUMENTS TO:

TO US & 1 COPY OF N/N B/L

MAIL

NON-NEGOTIABLE COPIES TO:

SPECIAL INSTRUCTIONS

OUR TRUCK WILL DELIVER TO PIER ON _____ AT A TIME DESIGNATED BY YOU. SHIPMENT WILL BE OFFLOADED IMMEDIATELY INTO A CONTAINER, SAID CONTAINER TO BE SEALED AND IMMEDIATELY PUT ON BOARD S.S. METEOR - SCHEDULED TO SAIL OCT. 17TH. YOU WILL COMPLETE CONSULAR INVOICES.

ENCLOSURES:

EXPORT DECLARATION

We hereby authorize you to sign and endorse all documents in connection with this shipment.

The above is a correct declaration and should the shipment for any cause be refused or returned, we agree to pay any and all charges incurred.

Claims for loss or damage to packages or contents waived unless insured.

Yours truly,

INSTRUCTIONS TO CARRIER

SHIPPER/EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK, N.Y. 10004		DOCUMENT NO. MR. DON WOOSTER. AG 10/9/74	
		EXPORT REFERENCES E 6168.	
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI. PORT - AU - PRINCE, HAITI. ATTN: Senior Sub MGR.		FORWARDING AGENT - REFERENCES J. M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF: FROM 331	
		POINT AND COUNTRY OF ORIGIN NEW YORK USA.	
NOTIFY PARTY SAME C/O DEPARTAMENT COMMERCIAL.		DOMESTIC ROUTING/EXPORT INSTRUCTIONS	
PIER OR AIRPORT FT 39 th Street, Brooklyn.			
EXPORTING CARRIER (Vessel/Airline) METEOR SLG 10/17	PORT OF LOADING NEW YORK.	ONWARD INLAND ROUTING	
SEA PORT OF DISCHARGE Port -Au- Prince.	FOR TRANSSHIPMENT TO		

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI, PORT -AU- PRINCE, HAITI MADE IN USA PRINTED MATTER UNISSUED BOOK NOTE FORMS # 1760/1809.	50	LICENSE G-DEST WOOD CASES PRINTED MATTER. OCEAN FREIGHT PREPAID.	9600#	246-0

United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."

IMPORTANT:

- ☒ DO NOT LOAD ON VESSEL IF RECEIVED SHORT OR WITH EXCEPTIONS—IN EITHER CASE NOTIFY US IMMEDIATELY.
- ☐ ON BOARD B/L REQUIRED DATED NO LATER THAN _____.
- ☐ _____ SIGNED & _____ UNSIGNED NON-NEGOTIABLE COPIES REQUIRED.
- ☒ SPECIAL INSTRUCTIONS: 10/16 /74 IS THE LATEST DELIVERY.

HECTOR LUCIANO.

EXPORT DEPARTMENT

FORM 510

APPERSON BUSINESS FORMS, INC. - LOS ANGELES - NEW YORK

HSE NO. 0921



Global Telegram

Full Rate ☐ Letter Telegram ☐ Press ☐ (Full Rate unless otherwise marked). This telegram will be transmitted electronically by cable, radio, or satellite.

Sender's Name and Address AMERICAN BANK NOTE COMPANY, 70 BROAD ST., N.Y.C. Account Number _____

All telegrams are accepted subject to the rates, rules, and regulations as set forth in the applicable tariff of RCA Global Communications, Inc. on file with the F.C.C.

To **INSULAIRE
PORTAUPRINCE (HAITI)**

Via RCA
Insert "RCA"

OCT. 17, 1974

FOR BONNEFIL

WE PAID MELVIN 301 PLUS 205 DOLLARS ON OCTOBER 17

BANKNOTE



Traffic Offices, Continental U.S.A.

NEW YORK

Main Office: 60 Broad St., New York 10004

Tel. 212 363-4141

(for overseas telegrams)

TWX (for overseas telegrams)

212 571-1970

710 581-5151 (100 wpm)

54 Wall Street WHitehall 4-3650
111 Broadway REctor 2-3377
132 Franklin Street WAlker 5-4891
31 Union Square West ORegon 5-4150
35 West 31 Street OXford 5-2472
25 West 43 Street BRyant 9-0572
405 Lexington Avenue YUkon 6-6580
30 Rockefeller Plaza CIRCLE 7-5525
330 West 58 Street CIRCLE 7-6210
204 East 58 Street PLaza 5-8109
Waldorf-Astoria Hotel PLaza 8-1200
United Nations Headquarters ELdorado 5-6940
J. F. Kennedy International Airport... 656-5787

SAN FRANCISCO

Main Office: 135 Market St., San Francisco 94105

Tel. 415 GARfield 1-4200

TWX (for overseas telegrams)

415 393-7240

910 372-7390 (100 wpm)

WASHINGTON, D.C.

Main Office: 1812 M St., N.W. Washington, D.C. 20036

Tel. (703) 558-4321

TWX (for overseas telegrams) 202 965-0833

Overseas Traffic Offices

DOMINICAN REPUBLIC, SANTO DOMINGO

Edificio Diez, Calle Conde 35 Tel. 22887

GUAM, AGANA

Ada Plaza Center, Tel. 7916

HAITI, PORT-AU-PRINCE

Maison Leger, Place Geffrard, Tel. 3322

HAWAII, HONOLULU

223 South King Street, Tel. 537-2521

PHILIPPINE REPUBLIC, MANILA

Commercial Center, P.O. Box 750,
Makati, Rizal, Tel. 89-18-61

PUERTO RICO, SAN JUAN

701 Avenida Ponce de Leon,
Miramar, P.R., Tel. 723-6170

FACTURE CONSULAIRE

REF. E6

D

CONSULAT DE LA



REPUBLIQUE D'HAITI

CONSULAR INVOICE

B. L. No. 60

Marks (Marques)
and Country of Origin
BANQUE NATIONALE DE LA
REPUBLIQUE D'HAITI PORT
AU PRINCE, HAITI PRINTED
MATTER UNISSUED BOOK
NOTE FORMS
MADE IN USA

Merchandise Shipped on the S.S. "METEOR" DUTCH on 10/17/74
Marchandises expédiées sur le SS. NEW YORK Nationality - Name (nom) PORT AU PRINCE
Sailing from the Port of NEW YORK for PORT AU PRINCE, Haiti
Partant du port de AMERICAN BANK NOTE COMPANY, NEW YORK, USA
Name and Address of Shipper BANQUE NAT. DE LA REP. D' HAITI PORT AU PRINCE, HAITI
Nom et adresse de l'expéditeur
Consigned to order of SAME (DEPARTMENT COMMERCIAL) of PORT AU PRINCE, Haiti
Consignées à l'ordre de
Notify Notifier

Numbers Numéros	Number of pieces Nombre de colis	Nature of Packing Nature de l'emballage	Denomination and Details of Each Article (Quantity, Quality, Measure, Yardage, etc.) in Terms of the Haitian Tariff. Dénomination et détails de chaque article (quantité, qualité, mesure, yardage, etc.) dans les termes du Tarif Haïtien.	Weights in Poids en KILOS		Values in U.S. Currency Valeur en Monnaie des E.U.
				Gross Brut	Net Net	
1760/ 1809	50	CASES	"PRINTED MATTER"	4350	3411	\$57907.64

ORIGINAL

VU ET ENREGISTRE
LE CONSUL GENERAL D'HAITI
A NEW YORK

WILSON FLORESTAL



We affirm that this invoice is a correct and faithful expression of the truth,
l'affirme que cette facture est l'expression sincère et fidèle de la vérité,
that it corresponds in every particular with our books, and that neither the
qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle,
usual designation, nor the weights, nor the quantity or quality, nor the value
ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles
and origin named therein are in any way altered, and are thereof exactly the
qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que
same than those appeared on our Export Declaration No. submitted to the U. S. Custom House.
of (date) ceux accusés sur ma déclaration No. soumise à la Douane des Etats-Unis.
du

NEW YORK, USA Date OCTOBER 22 19 74

J.M. RODGERS CO., INC

Name of forwarding agent, broker or commissioner, etc. For Account of

Shippers AMERICAN BANK NOTE COMPANY

Expéditeurs

Per: Signature

NOTE:—In all cases where the merchandise is taxed at net weight,
the weight to be taxed of said merchandise will include all interior or
immediate packing, including the paste board boxes or objects made
of paste board, not subject to a higher tax. (Article 29, Law of July 26,
1926.)

Dans tous les cas où les marchandises sont taxées au poids net,
le poids imposable des dites marchandises comprendra tous les emballages
antérieurs ou immédiats, y compris les cartons ou objets en carton, non
soumis à un droit plus élevé (Article 29, loi du 26 Juillet, 1926.)

ARRANGEMENT OF DOCUMENTS:

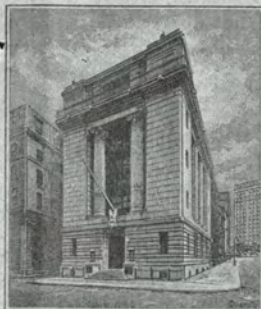
3 Consular Invoices and 3 Original Bills of lading clipped or stapled to-
gether, the invoice on top.

To each of the remaining Consular invoices a copy of signed B/L must be
stapled and the whole set clipped together.

Value of merchandise	\$57,907.64
Valeur des marchandises	
Packing (if not included in the value of the merchandise)	
Emballage (s'il n'est pas compris dans la valeur des marchandises)	
Inland Freight. Bill of Lading. Wharfage and Trucking Charges	
Frêt et frais du connaissement, embarquement et camionnage.	
Total F. O. B. Value	\$57,907.64
Brokerage fees	
Commission d'achat	
Interest	
Intérêts	
Export Duties paid at Port of Origin	
Droits d'exportation acquittés au port d'origine	
Ocean Freight and Bill of Lading Expenses (including	592.36
embarking and disembarking)	
Frêt et frais du connaissement, embarquement et débarquement	
compris	100.00
Insurance	
Assurance	
Consular fees:	*2% of F O B value \$ FREE
Droits consulaires:	Stamp on Inv. (\$1.20) FREE
	B/L visa (\$2.00) FREE
	Stamp on B/L (\$1.20) FREE
Other expenses	
Autres frais	
Total amount of invoice	\$58,600.00
Montant total de la facture	

CONSULAR INVOICE FEES

*For any merchandise being shipped by boat to Haiti and whose value FOB
is inferior to \$200.00 — the fee is \$3.00 plus B/L visa and Stamps 7.40
Over \$200.00 — the fee is 2% on the value FOB plus B/L visa and Stamps
Visa for Certificate of Origin \$2.00 plus Stamps \$1.20 3.20
Visa for Commercial Invoice if requested \$2.00 plus Stamp \$1.20 3.20
ADDITIONAL FEES:
Visa on Consular Invoice requested after 4 p. m. 2.00*



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

OCTOBER 9, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

DR.

OUR
ORDER 2-0702-484
2-0700-484

YOUR
ORDER

DATE OF
SHIPMENT

TERMS: NET,
F.O.B.N.Y.

TWENTY (20) CASES, CONTAINING:

1,000,000 NOTES, 5 GOURDES, NOS. P000001 - P1000000

CASE NO.	NUMBERS	CASE NO.	NUMBERS	CASE NO.	NUMBERS
1760	P000001 - P050000	1767	P350001 - P400000	1774	P700001 - P750000
1761	P050001 - P100000	1768	P400001 - P450000	1775	P750001 - P800000
1762	P100001 - P150000	1769	P450001 - P500000	1776	P800001 - P850000
1763	P150001 - P200000	1770	P500001 - P550000	1777	P850001 - P900000
1764	P200001 - P250000	1771	P550001 - P600000	1778	P900001 - P950000
1765	P250001 - P300000	1772	P600001 - P650000	1779	P950001 - P1000000
1766	P300001 - P350000	1773	P650001 - P700000		

THIRTY (30) CASES, CONTAINING:

3,000,000 NOTES, 1 GOURDE, NOS. AD000001 - AD1000000
AE000001 - AE1000000
AF000001 - AF1000000

CASE NO.	NUMBERS	CASE NO.	NUMBERS	CASE NO.	NUMBERS
1780	AD000001-AD100000	1790	AE000001-AE100000	1800	AF000001-AF100000
1781	AD100001-AD200000	1791	AE100001-AE200000	1801	AF100001-AF200000
1782	AD200001-AD300000	1792	AE200001-AE300000	1802	AF200001-AF300000
1783	AD300001-AD400000	1793	AE300001-AE400000	1803	AF300001-AF400000
1784	AD400001-AD500000	1794	AE400001-AE500000	1804	AF400001-AF500000
1785	AD500001-AD600000	1795	AE500001-AE600000	1805	AF500001-AF600000
1786	AD600001-AD700000	1796	AE600001-AE700000	1806	AF600001-AF700000
1787	AD700001-AD800000	1797	AE700001-AE800000	1807	AF700001-AF800000
1788	AD800001-AD900000	1798	AE800001-AE900000	1808	AF800001-AF900000
1789	AD900001-AD1000000	1799	AE900001-AE1000000	1809	AF900001-AF1000000

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

OCTOBER 9, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI

PAGE 2

Dr.

OUR
ORDER

2-0702-484
2-0700-484

YOUR
ORDER

DATE OF
SHIPMENT

TERMS: NET.
F.O.B.N.Y.

MARKS
BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI
PORT-AU-PRINCE
HAITI
ATTN: SENIOR
SUB-MANAGER
MADE IN U.S.A.
(PRINTED MATTER
UNISSUED BANK NOTE
FORMS)
#1760/1809

NET WEIGHT: 3,411 KILOS
GROSS WEIGHT: 4,350 KILOS
VIA: S.S. "METEOR"
VALUE: U.S.\$58,600.00 C.I.F.
PORT-AU-PRINCE

AMERICAN BANK NOTE COMPANY

VICE PRESIDENT

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.

Form 7525-V
(Rev. JAN. 1, 1973)
(See Instructions on
Reverse Side)U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS—BUREAU OF INTERNATIONAL COMMERCE

SHIPPER'S EXPORT DECLARATION

OF SHIPMENTS FROM THE UNITED STATES

Export Shipments Are Subject To U. S. Customs Inspection

READ CAREFULLY THE INSTRUCTIONS ON BACK TO AVOID DELAY AT SHIPPING POINT

For shipments to foreign countries, where authentication of the Shipper's Export Declaration is required, the export declaration must be presented to and authenticated by Customs and a copy so authenticated delivered to the exporting carrier prior to exportation.

Declarations Should Be Typewritten Or Prepared In Ink

Form approved. Budget Bureau No. 41-R397.5.

CONFIDENTIAL — For use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. (Title 15, Sec. 30.91(a) C.F.R.; Sec. 7(c) Export Administration Act of 1969, P.L. 91-184)

Customs Authentication (For Customs use only.)

Do Not Use This Area

District

Port

Country (For customs
use only)

FILE NO. (For Customs use only.)

1. FROM (U. S. Port of Export)

2. METHOD OF TRANSPORTATION (check one):

☐ Vessel
(incl. ferry)☐ Air☐ Other (Specify)

2a. EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline.)

3. EXPORTER (Principal or seller—licensee)

AMERICAN BANK NOTE COMPANY,

ADDRESS (Number, street, place, state)

70 BROAD STREET, NEW YORK, N. Y. 10004

4. AGENT OF EXPORTER (Forwarding agent)

SAME

ADDRESS (Number, street, place, state)

SAME

5. ULTIMATE CONSIGNEE

ADDRESS (Place, country)

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT-AU-PRINCE,

6. INTERMEDIATE CONSIGNEE

SAME

ADDRESS (Place, country)

HAITI, ATTN: SENIOR SUB-MGR

SAME

FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

PORT-AU-PRINCE

8. PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment.)

PORT-AU-PRINCE, HAITI

MARKS AND NOS.	NUMBER AND KIND OF PACKAGES, DESCRIPTION OF COMMODITIES, EXPORT LICENSE NUMBER, EXPIRATION DATE (OR GENERAL LICENSE SYMBOL) (Describe commodities in sufficient detail to permit verification of the Schedule B commodity numbers assigned. Do not use general terms. Insert required license information on line below description of each item)	SHIPPING (Gross) WEIGHT IN POUNDS* (required for vessel and air shipments only)	SPECIES "D" OR "F"	SCHEDULE B COMMODITY NO.	NET QUANTITY IN SCHEDULE B UNITS (State unit)	VALUE AT U. S. PORT OF EXPORT (Selling price or cost if not sold, including inland freight, insurance and other charges to U. S. port of export) (Nearest whole dollar; omit cents figures)
(9)	(10)	(11)	(12)	(13)	(14)	(15)
	50 CASES PRINTED MATTER	9600	D	892,9850	7520 LBS.	\$58,600.
	LICENSE NO. G-DEST					
	BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI					
	PORT-AU-PRINCE, HAITI					
	ATTN: SENIOR SUB-MGR					
	(PRINTED MATTER - UNISSUED					
	BANK NOTE FORMS)					
	MADE IN U.S.A.					
	#1760/1809					

These commodities licensed by the U. S. for ultimate destination. Diversion contrary to U. S. law prohibited.

16. WAYBILL OR MANIFEST No. (of Exporting Carrier)

17. DATE OF EXPORTATION (Not required for shipments by vessel)

18. THE UNDERSIGNED HEREBY AUTHORIZES J.M.RODGERS CO., INC., CUSTOMS BROKERS, NEW YORK, N.Y.
TO ACT AS FORWARDING AGENT FOR EXPORT CONTROL AND CUSTOMS PURPOSES. (Name and address—Number, street, place, State)

EXPORTER AMERICAN BANK NOTE COMPANY

(DULY AUTHORIZED
BY OFFICER OR EMPLOYEE)

19. I CERTIFY THAT ALL STATEMENTS MADE AND ALL INFORMATION CONTAINED IN THIS EXPORT DECLARATION ARE TRUE AND CORRECT. I AM AWARE OF THE PENALTIES PROVIDED FOR FALSE REPRESENTATION. (See Paragraphs I (c), (e), on reverse side.)

Signature (Duly authorized officer or employee of exporter or named forwarding agent)

For AMERICAN BANK NOTE COMPANY - Special Atty
(Name of corporation or firm, and capacity of signer; e.g., secretary, export manager, etc.)

Address 70 BROAD STREET, NEW YORK, N. Y. 10004

Declaration should be made by duly authorized officer or employee of exporter or of forwarding agent named by exporter.

Do Not Use This Area

*If shipping weight is not available for each Schedule B item listed in column (13) included in one or more packages, insert the approximate gross weight for each Schedule B item. The total of these estimated weights should equal the actual weight of the entire package or packages.

Designate foreign merchandise (reexports) with an "F" and exports of domestic merchandise produced in the United States or changed in condition in the United States with a "D." (See Instructions on reverse side.)

All copies of the export declaration, bill of lading, and commercial invoice must show a destination control statement, when required. (See Department of Commerce Export Control Regulations.)

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V must not be filed for merchandise shipped intransit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for in-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph I (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the port of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried abroad each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify: i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications should be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Specify whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation, are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction VII (a) below.)

Column 14. - Insert the net quantity in Schedule B unit. State the unit of quantity shown: i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

IV. FOREIGN TRADE STATISTICS REGULATIONS - EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

Fidelity Union Skin
AMERICAN BANK NOTE COMPANY
NEW YORK

file
H. V. D.

NOV 25 1974

October 17, 1974

Banque Nationale de la Republique
d'Haiti
Département Commercial
Port-Au-Prince, Haiti

Attention: Senior Sub-Manager

Gentlemen:

CONFIRMATION OF SHIPMENT

We have shipped to you per the S.S. "Meteoor" which sailed for Port-Au-Prince on October 5th, fifty (50) cases, Nos. 1710/1759, containing:

3,000,000 Notes- 1 Gourde - Nos. AA000001 - AA1000000
AB000001 - AB1000000
AC000001 - AC1000000

1,000,000 Notes - 5 Gourdes - Nos. N000001 - N1000000

which is a partial shipment of your order of May 9, 1974.

We enclose herewith the original Bill of Lading, Consular Invoice and Shipping Invoice, each in triplicate, and our bill in triplicate, in the amount of U.S.\$58,600.00, covering this shipment.

For your convenience, we are enclosing a copy of this letter which you may initial and return to us as evidence of your receipt of the above mentioned cases and documents herewith.

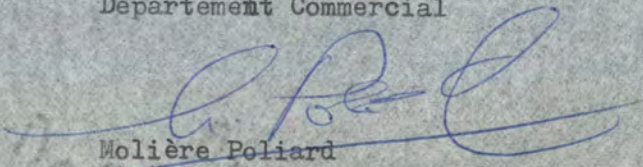
Very truly yours,

AMERICAN BANK NOTE COMPANY

Encls.

Assistant Manager
International Division

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
Département Commercial


Molière Poliard
Sous-Directeur

H. V. D.
NOV 25 1974

October 17, 1974

FOREIGN DEPT.
A. B. N. CO.

Nov 22 9 37 AM '74

Baroness M. de la Republique
Ministry of Foreign Affairs
Paris, France
Government of the Republic of France
Paris, France

CONFIRMATION OF ORDER

We have shipped to you per the S.S. "Marseilles" which sailed for
Paris on October 22, 1974, under the name "Marseilles",
consisting:

1,000,000 Francs - 100,000 Francs - 100,000 Francs
1,000,000 Francs - 100,000 Francs - 100,000 Francs
1,000,000 Francs - 100,000 Francs - 100,000 Francs
1,000,000 Francs - 100,000 Francs - 100,000 Francs

which is a partial shipment of your order of May 2, 1974.

We enclose herewith the original Bill of Lading, Commercial Invoice
and Packing Invoice, each in triplicate, and our bill of exchange,
in the amount of U.S. \$25,000.00, covering this shipment.

For your convenience, we are enclosing a copy of this letter
which you may initial and return to us as evidence of your receipt of
the above mentioned goods and documents herewith.

Very truly yours,

AMERICAN BANK NOTE COMPANY

Attention: Manager
International Division

AMERICAN BANK NOTE COMPANY
Department: Commercial

AMERICAN BANK NOTE COMPANY
International Division



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

H. V. D.

October 25, 1974

NOV 25 1974

SHIPPING INVOICE

Banque Nationale de la Republique
d'Haiti
Departement Commercial
Port-au-Prince, Haiti
Attn: Senior Sub-Manager

DR.

OUR
ORDER 2-0702-484
2-0700-484

YOUR
ORDER

DATE OF
SHIPMENT

TERMS: { NET,
F.O.B.N.Y.

Twenty (20) cases, containing:

1,000,000 Notes, 5 Gourdes, Nos. R 000001 - R 1000000

Case No.	Numbers	Case No.	Numbers	Case No.	Numbers
1860	R 000001 - R 050000	1867	R 350001 - R 400000	1874	R 700001 - R 750000
1861	R 050001 - R 100000	1868	R 400001 - R 450000	1875	R 750001 - R 800000
1862	R 100001 - R 150000	1869	R 450001 - R 500000	1876	R 800001 - R 850000
1863	R 150001 - R 200000	1870	R 500001 - R 550000	1877	R 850001 - R 900000
1864	R 200001 - R 250000	1871	R 550001 - R 600000	1878	R 900001 - R 950000
1865	R 250001 - R 300000	1872	R 600001 - R 650000	1879	R 950001 - R 1000000
1866	R 300001 - R 350000	1873	R 650001 - R 700000		

Thirty (30) cases, containing:

3,000,000 Notes, 1 Gourde, Nos. AK 000001 - AK 1000000

AL 000001 - AL 1000000

AM 000001 - AM 1000000

Case No.	Numbers	Case No.	Numbers	Case No.	Numbers
1880	AK 000001 - AK 100000	1890	AL 000001 - AL 100000	1900	AM 000001 - AM 100000
1881	AK 100001 - AK 200000	1891	AL 100001 - AL 200000	1901	AM 100001 - AM 200000
1882	AK 200001 - AK 300000	1892	AL 200001 - AL 300000	1902	AM 200001 - AM 300000
1883	AK 300001 - AK 400000	1893	AL 300001 - AL 400000	1903	AM 300001 - AM 400000
1884	AK 400001 - AK 500000	1894	AL 400001 - AL 500000	1904	AM 400001 - AM 500000
1885	AK 500001 - AK 600000	1895	AL 500001 - AL 600000	1905	AM 500001 - AM 600000
1886	AK 600001 - AK 700000	1896	AL 600001 - AL 700000	1906	AM 600001 - AM 700000
1887	AK 700001 - AK 800000	1897	AL 700001 - AL 800000	1907	AM 700001 - AM 800000
1888	AK 800001 - AK 900000	1898	AL 800001 - AL 900000	1908	AM 800001 - AM 900000
1889	AK 900001 - AK 1000000	1899	AL 900001 - AL 1000000	1909	AM 900001 - AM 1000000



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

October 25, 1974

SHIPPING INVOICE

H. V. D.

NOV 25 1974

Banque Nationale de la Republique
d'Haiti

Page 2

DR.

OUR ORDER 2-0702-484
2-0700-484

YOUR ORDER

DATE OF SHIPMENT

TERMS: (NET,
F.O.B., N.Y.)

Marka
Banque Nationale
de la Republique
d'Haiti
Port-au-Prince,
Haiti
Attn: Senior Sub-
Manager
Made in U.S.A.
(Printed Matter
Unissued Bank Note
Forms)
#1860/1909

Net Kilos: 3,411 Kilos

Gross Kilos: 4,350 Kilos

Steamer: S.S. "Meteor"

Value: U.S.\$58,600.00 C.I.F. Port-au-Prince

American Bank Note Company

Vice President

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665

NEW YORK, N.Y. 10048

FORWARDING INSTRUCTIONS



H. V. D.

NOV 25 1974 F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD

From AMERICAN BANK NOTE COMPANY

Date OCT. 25, 1974

Address 70 BROAD ST., N.Y.C. 10004

Our Reference No. 2-0702-484
2-0700-484

MARKS & NOS.	NO. AND KIND OF PACKAGES	CONTENTS	GROSS WEIGHT	NET WEIGHT	MEASUREMENT
BANQUE NATIONAL DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE, HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - UNISSUED BANK NOTES & FORMS #1860/1909		50 WOODEN CASES - PRINTED MATTER - INCOMPLETE BANK NOTE FORMS EA. CASE - 20 CASES - 29 X 16 1/2 X 1 1/2 EA. CASE - 30 CASES - 28 X 22 X 1 3/4	9600	7520LBS.	246 CFT

FOR ONE OF THESE CLAUSES MUST APPEAR ON YOUR INVOICES:

THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION DIVERSION CONTRARY TO U.S. LAW PROHIBITED.

United States Law prohibits disposition of these commodities to the Soviet Bloc, Communist China, North Korea, Mexico, Hong Kong, Communist Controlled areas of Viet Nam and Laos and Cuba unless otherwise authorized by the United States.

SCHEDULE B COMMODITY NO.

SPECIFY
A or B

GENERAL LICENSE (G. DEST.)
A)

EXPORT LICENSE NO.
B)

MAKE BILLS OF LADING
IN THE NAME OF

ALL CHARGES TO US

AS SHIPPER

CONSIGN TO ORDER OF

ULTIMATE CONSIGNEE (FULL NAME AND ADDRESS)

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI - ATTN: SENIOR SUB-MGR.

PORT OF DISCHARGE

PORT-AU-PRINCE

VALUE FOR CUSTOMS PURPOSES

\$58,600.

INLAND FREIGHT TO BE PAID BY:

CARTAGE TO STEAMER TO BE PAID BY:

YOUR SERVICES TO BE PAID BY:

INSURANCE EFFECTED BY

☐ US ☐ CONSIGNEE

OCEAN FREIGHT TO BE PAID BY:

CONSUL FEES AND BLANKS TO BE PAID BY:

EFFECT INSURANCE FOR:

PREMIUM TO BE PAID BY:

COLLECT

FOR OUR
ACCOUNT

AMOUNT

\$

METHOD OF COLLECTION

☐ C.O.D.

☐ S/D

☐ L/C (ORIG. OR EXACT COPY OF L/C MUST ACCOMPANY THESE INSTRUCTIONS)

NAME OF BANK FOR COLLECTION

☐ OPEN ACCOUNT

MAIL

ORIGINAL DOCUMENTS TO:

TO US & 1 COPY N/N B/L

NON-NEGOTIABLE COPIES TO:

SPECIAL INSTRUCTIONS

OUR TRUCK WILL DELIVER TO PIER ON OCT. 30TH. SHIPMENT WILL BE OFFLOADED IMMEDIATELY INTO A CONTAINER. SAID CONTAINER TO BE SEALED AND IMMEDIATELY PUT ON BOARD SHIP. BOOK FOR SAILING ON S.S. METEOR ON OCT. 31ST. YOU WILL COMPLETE CONSULAR FORMS

ENCLOSURES:

EXPORT DECLARATION

We hereby authorize you to sign and endorse all documents in connection with this shipment.

The above is a correct declaration and should the shipment for any cause be refused or returned, we agree to pay any and all charges incurred. Claims for loss or damage to packages or contents waived unless insured.

Yours truly,

Form 7525-V
(Rev. JAN. 1, 1973)
(See Instructions on
Reverse Side)U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS—BUREAU OF INTERNATIONAL COMMERCE

SHIPPER'S EXPORT DECLARATION

OF SHIPMENTS FROM THE UNITED STATES

Export Shipments Are Subject To U. S. Customs Inspection

READ CAREFULLY THE INSTRUCTIONS ON BACK TO AVOID DELAY AT SHIPPING POINT

For shipments to foreign countries, where authentication of the Shipper's Export Declaration is required, the export declaration must be presented to and authenticated by Customs and a copy so authenticated delivered to the exporting carrier prior to exportation.

Declarations Should Be Typewritten Or Prepared In Ink

Form approved. Budget Bureau No. 41-R397.5.

CONFIDENTIAL — For use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. (Title 15, Sec. 30.91(a) C.F.R.; Sec. 7(c) Export Administration Act of 1969, P.L. 91-184)

Customs Authentication (For Customs use only.)

H. V. D.
NOV 25 1974

FILE NO. (For Customs use only.)

Do Not Use This Area

District

Port

Country (For customs
use only)

1. FROM (U. S. Port of Export)

2. METHOD OF TRANSPORTATION (check one):

☐ Vessel
(incl. ferry) ☐ Air ☐ Other (Specify) _____

2a. EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline.)

3. EXPORTER (Principal or seller—licensee)

AMERICAN BANK NOTE COMPANY,

ADDRESS (Number, street, place, state)

70 BROAD STREET. NEW YORK, N. Y. 10004

4. AGENT OF EXPORTER (Forwarding agent)

SAME

ADDRESS (Number, street, place, state)

SAME

5. ULTIMATE CONSIGNEE

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT-AU-PRINCE,

6. INTERMEDIATE CONSIGNEE

SAME

ADDRESS (Place, country)

SAME

7. FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

PORT-AU-PRINCE

8. PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment.)

PORT-AU-PRINCE, HAITI

MARKS AND NOS.	NUMBER AND KIND OF PACKAGES, DESCRIPTION OF COMMODITIES, EXPORT LICENSE NUMBER, EXPIRATION DATE (OR GENERAL LICENSE SYMBOL) (Describe commodities in sufficient detail to permit verification of the Schedule B commodity numbers assigned. Do not use general terms. Insert required license information on line below description of each item)	SHIPPING (Gross) WEIGHT IN POUNDS* (required for vessel and air shipments only)	SPECIFY "D" OR "F" ^a	SCHEDULE B COMMODITY No.	NET QUANTITY IN SCHEDULE B UNITS (State unit)	VALUE AT U. S. PORT OF EXPORT (Selling price or cost if not sold, including inland freight, insurance and other charges to U. S. port of export) (Nearest whole dollar; omit cents figures)
(9)	(10)	(11)	(12)	(13)	(14)	(15)
XX	50 CASES PRINTED MATTER LICENSE NO. G-DEST	9600	D	892,9850	7520 LBS.	\$58,600
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - UNISSUED BANK NOTE FORMS) # 360/1909						

These commodities licensed by the U. S. for ultimate destination..... Diversion contrary to U. S. law prohibited.

16. WAYBILL OR MANIFEST No. (of Exporting Carrier)

17. DATE OF EXPORTATION (Not required for shipments by vessel)

18. THE UNDERSIGNED HEREBY AUTHORIZES

J. M. RODGERS CO., INC., CUSTOMS BROKERS, NEW YORK, N.Y.

TO ACT AS FORWARDING AGENT FOR EXPORT CONTROL AND CUSTOMS PURPOSES.

(Name and address—Number, street, place, State)

EXPORTER AMERICAN BANK NOTE COMPANY

(DULY AUTHORIZED

BY OFFICER OR EMPLOYEE)

19. I CERTIFY THAT ALL STATEMENTS MADE AND ALL INFORMATION CONTAINED IN THIS EXPORT DECLARATION ARE TRUE AND CORRECT. I AM AWARE OF THE PENALTIES PROVIDED FOR FALSE REPRESENTATION. (See Paragraphs I (c), (e), on reverse side.)

Signature

(Duly authorized officer or employee of exporter or named forwarding agent)

For

AMERICAN BANK NOTE COMPANY - Special Atty

(Name of corporation or firm, and capacity of signer; e.g., secretary, export manager, etc.)

Address 70 BROAD STREET, NEW YORK, N. Y. 10004

Declaration should be made by duly authorized officer or employee of exporter or of forwarding agent named by exporter.

Do Not Use This Area

*If shipping weight is not available for each Schedule B item listed in column (13) included in one or more packages, insert the approximate gross weight for each Schedule B item. The total of these estimated weights should equal the actual weight of the entire package or packages.

bDesignate foreign merchandise (reexports) with an "F" and exports of domestic merchandise produced in the United States or changed in condition in the United States with a "D." (See instructions on reverse side.)

All copies of the export declaration, bill of lading, and commercial invoice must show a destination control statement, when required. (See Department of Commerce Export Control Regulations.)

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V should not be filed for merchandise shipped intransit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for in-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph I (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the port of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried abroad each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify, i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications should be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Insert whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation, are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction V (a) below.)

Column 14. - Insert the net quantity in Schedule B unit. State the unit of quantity shown; i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

IV. FOREIGN TRADE STATISTICS REGULATIONS - EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

INSTRUCTIONS TO CARRIER

DOCK RECEIPT TO SHIPPER WHEN MAILED

SHIPPER/EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET. NEW YORK N.Y. 10004.	DOCUMENT NO. WOOSTER. AG 10/24/74 EXPORT REFERENCES E 6257 H. V. D. NOV 25 1974
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI, DEPARTMENT COMMERCIAL, PORT -AU- PRINCE, HAITI . ATTN: SENIOR SUG. MGR.	FORWARDING AGENT REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2605 NEW YORK, N.Y. 10048 REF: FROM
NOTIFY PARTY SAME AS ABOVE.	POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A. DOMESTIC ROUTING/EXPORT INSTRUCTIONS
PIER OR AIRPORT FT 39 th STREET, BROOKLYN.	
EXPORTING CARRIER (Vessel/Airline) METEOR. SLG 10/31	PORT OF LOADING NEW YORK.
AIR/SEA PORT OF DISCHARGE PORT -AU- PRINCE.	ONWARD INLAND ROUTING FOR TRANSSHIPMENT TO

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT -AU-PRINCE HAITI, ATTN: SENIOR SUB- MGR. MADE IN USA PRINTED MATTER -UNISSUED BANK NOTE FORMS # 1860/1909	50	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) OCEAN FREIGHT PREPAID.	9600#	246.0

"United States law prohibits disposition of these commodities to the Soviet Bloc.

People's Republic of China, North Korea, Communist controlled areas of Vietnam,
Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."

IMPORTANT:

☒ DO NOT LOAD ON VESSEL IF RECEIVED SHORT OR WITH EXCEPTIONS—IN EITHER CASE NOTIFY US IMMEDIATELY.

☐ ON BOARD B/L REQUIRED DATED NO LATER THAN_____.

☐SIGNED &UNSIGNED NON-NEGOTIABLE COPIES REQUIRED.

☒ SPECIAL INSTRUCTIONS: 10/30/74 ONLY.

HECTOR LUCIANO.

EXPORT DEPARTMENT

FORM 510

APPERSON BUSINESS FORMS, INC. - LOS ANGELES - NEW YORK

WHSE NO. 0921

2VWE V2 VBOLE

HVILI * VJAH: 2ENIOK 2UC* HCH*
BOKL -VU- BKINCE*
D. HVILI* DEBVKINENZ COMENKCTVT*
BVMCDE HVLIOMYTE DE IV BEBLETONE

HEM XONK N*3*V*

HEM XONK N*3* 10018
ONE MOSTO JFVDE CMLEN 20115 592
T*H-8029K2 CO* INC*

E 2521

HEM XONK N*3* 10004*
JO BHOVD 20202*
VNEKTCVM BVMK NOLE COMENKCTVT

W002350*

VE 10150/130

DOCK RECEIPT

SHIPPER/EXPORTER

AMERICAN BANK NOTE COMPANY
70 BROAD STREET.
NEW YORK N.Y. 10004.

DOCUMENT NO.

WOOSTER.

DOCK RECEIPT TO SHIPPER ATTN MR

AG 10/24/74

EXPORT REFERENCES

H. V. D.

E 6257

NOV 25 1974

CONSIGNEE

BANQUE NATIONALE DE LA REPUBLIQUE
D' HAITI, DEPARTMENT COMMERCIAL,
PORT -AU- PRINCE,
HAITI . ATTN: SENIOR SUG. MGR.

FORWARDING AGENT - REFERENCES

J. M. RODGERS CO., INC.
ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048

FMC-431

REF.

POINT AND COUNTRY OF ORIGIN

NEW YORK U.S.A.

NOTIFY PARTY

SAME AS ABOVE.

DOMESTIC ROUTING/EXPORT INSTRUCTIONS

PIER OR AIRPORT

FT 39 th STREET, BROOKLYN.

EXPORTING CARRIER (Vessel/Airline)

METEOOR. SLG 10/31

PORT OF LOADING

NEW YORK.

AIR/SEA PORT OF DISCHARGE

PORT -AU- PRINCE.

FOR TRANSHIPMENT TO

ONWARD INLAND ROUTING

PARTICULARS FURNISHED BY SHIPPER

PKGS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT -AU-PRINCE HAITI, ATTN: SENIOR SUB- MGR. MADE IN USA PRINTED MATTER -UNISSUED BANK NOTE FORMS # 1860/1909	50	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) OCEAN FREIGHT PREPAID. CONT 551U-272515 SEAL 279	9600#	246.0
<p>"United States law prohibits disposition of these commodities to the Soviet Union, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."</p> <p>NOTE - SEE DOCK BOSS LOCKER CARGO</p>				

DELIVERED BY:

LIGHTER
TRUCK

ARRIVED- DATE TIME

UNLOADED-DATE TIME

CHECKED BY

PLACED IN SHIP ON DOCK LOCATION

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

50 L. Herrero
RECEIVING CLERK

DATE

502

WHSE NO. 0846

2184

ONLY CLEAN DOCK RECEIPT ACCEPTED.

Truck

No.

Started Date

Finished Date

Location

SHIPPERS ARE REQUIRED TO FILL OUT AS BELOW

RCA

H. V. D.
NOV 25 1974

Global Telegram

Full Rate ☒ Letter Telegram ☐ Press ☐ (Full Rate unless otherwise marked). This telegram will be transmitted electronically by cable, radio, or satellite.

Sender's Name and Address AMERICAN BANK NOTE COMPANY, 70 BROAD ST., N.Y.C. Account Number _____

All telegrams are accepted subject to the rates, rules, and regulations as set forth in the applicable tariff of RCA Global Communications, Inc. on file with the F.C.C.

To **INSULAIRE
PORTAUPRINCE (HAITI)**

Via RCA
Insert "RCA"

October 31, 1974

FOR BONNEFIL

WE PAID MELVIN 601 PLUS 405 DOLLARS ON OCTOBER 31

BANKNOTE

OK

TO FILE INTERNATIONAL TELEGRAMS VIA RCA...

From anywhere in the United States,

Telephone: 212-363-4141 or the Western Union office nearest you, specifying "VIA RCA" immediately following the city destination.

TWX machine: Dial the toll-free number 810-621-7850, or the RCA office nearest you:
New York—710-581-5151
Washington, D. C.—710-822-1917
San Francisco—910-372-7390

Western Union domestic telex:

Dial the toll-free number 1042. If 1042 is busy, dial 1044 and specify "VIA RCA."
Or dial the RCA office nearest you:
New York—12-7276
Washington, D. C.—89-2678
San Francisco—34-0968

Traffic Offices, Continental U.S.A.

In NEW YORK CITY,

Main Office: 60 Broad Street, New York 10004

To Send International Telegrams:

Telephone: 363-4141
Western Union telex: 12-7276
TWX (60 WPM): 212-571-1970
TWX (100 WPM): 710-581-5151
WATS Dataphone: 212-747-0113
Facsimile: 212-269-0111/1323
Messenger: 363-4272

You may also stop in or telephone any of these convenient Public Offices:

54 Wall Street	944-3650
111 Broadway	732-3377
132 Franklin St.	925-4891
31 Union Square West	675-4150
35 West 31st St.	695-2472
25 West 43rd St.	279-0572
405 Lexington Ave.	986-6580
30 Rockefeller Plaza	247-5525
330 West 58th St.	247-6210
204 East 58th St.	755-8109
Waldorf Astoria Hotel	758-1200
U.N. Headquarters	355-6940
J. F. Kennedy Airport	656-5787

In SAN FRANCISCO,

Main Office: 135 Market St., San Francisco 94105

To Send International Telegrams:

Telephone: 415-421-4200
Western Union Telex: 34-0968
TWX (100 WPM): 910-372-7390
Dataphone: 415-433-3264
For Messenger Pick-Up: 415-421-4200

In WASHINGTON, D. C.

Main Office: 2030 M St., N.W., Wash., D. C. 20036

To Send International Telegrams:

Telephone: 703-558-4321
Western Union Telex: 89-2678
TWX (60 WPM): 202-965-0833
TWX (100 WPM): 710-822-1917
For Messenger Pick-Up: 703-558-4325

Overseas Traffic Offices

DOMINICAN REPUBLIC, SANTO DOMINGO
Edificio Diez, Calle Conde 35, Tel. 682-2887

GUAM, AGANA

Ada Plaza Center, Tel. 7916

HAITI, PORT-AU-PRINCE

Maison Leger, Place Geffrard, Tel. 3322

HAWAII, HONOLULU

223 South King Street, Tel. 537-2521

MARIANA ISLANDS, SAIPAN

Joeten Center Tel. 6456

PHILIPPINE REPUBLIC, MANILA

Commercial Center, P.O. Box 750,
Makati, Rizal, Tel. 89-18-61

PUERTO RICO, SAN JUAN

701 Avenida Ponce de Leon,
Miramar, P. R., Tel. 723-6170

Liability limited to \$500 except for repeated or specially valued service which is available upon request.

RCA
Global
Communications

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS
CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N. Y. 10048

H. V. D.

NOV 25 1974

F.M.C. 431



TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD

DATE 11 20 74

AMERICAN BANK NOTE CO.
70 BROAD STREET
NEW YORK, N.Y. 10004

DESCRIPTION

AS PER OCEAN B/L.

ENTRY NO.	OUR REF. NO.	YOUR REF. NO.	STEAMSHIP CO.
	16257		
CARRIER	ARRIVED	BILL OF LADING NO.	PORT
METEOR	10 31 74	137	PORT-AU-PRINCE
IMPORTANT SUBJECT TO TERMS AND CONDITIONS OF SERVICE ON REVERSE SIDE	TRANSFER CHARGES PAID	1	
	SHIPPER'S COLLECTION AND REMITTANCE	2	
	DUTY DEPOSIT, SUBJECT TO LIQUIDATION	3	
	CUSTOMS ENTRY	4	
	ADD'L INVOICES AND CLASSIFICATIONS	5	
	IMMEDIATE DELIVERY PERMIT	6	
	BOND TO CUSTOMS, PREPARATION, SERVICE AND PREMIUM	7	
	DEPOSIT FOR MISSING DOCUMENTS, BONDS, CANCELLATIONS AND SERVICES	8	
	SERVICES - PLANT QUARANTINE, FOOD AND DRUG, BAI	9	
	REFORWARDING SERVICES	10	
	SPECIAL MESSENGER SERVICE	11	
	POSTAGE AND PETTIES	12	
	SPECIAL SERVICES AND EXPENSES	13	15.70
	FREIGHT CHARGES - OCEAN/AIR	14	
	INSURANCE AND PLACEMENT SERVICES	15	
	INLAND FREIGHT	16	
	COOPERAGE FOR CUSTOMS EXAMINATION AND MARKING	17	
	GENERAL ORDER WAREHOUSE CHARGES	18	
	DOCK / AIRPORT STORAGE CHARGES	19	
	CARTAGE AND SERVICES	20	
	LOADING AND UNLOADING	21	
	CONSULAR FEES INCLUDING VISA AND NOTARY	22	
	PREPARATION OF CONSULAR DOCUMENTS	23	
	ARRANGING FOR CONSULAR CERTIFICATE AND CERTIFICATE OF ORIGIN	24	
	BANKING DOCUMENTATION	25	
	CABLES, TELEGRAMS AND TELEPHONE CHARGES	26	
SERVICE FEE - FORWARDING, CLEARING AND/OR DOCUMENTATION	27		
IMPORTER MUST FURNISH MISSING DOCUMENTS WITHIN THE PERIOD OF TIME AS REQUIRED BY CUSTOMS REGULATIONS TO AVOID CUSTOMS PENALTIES.		\$ 15.70	

TERMS AND CONDITIONS OF SERVICE

(Please Read Carefully)

All shipments to or from the Customer, which term shall include the exporter, importer, sender, receiver, owner, consignee, transferor or transferee of the shipments, will be handled by J.M. Rodgers Co., Inc. (hereinafter called the "Company") on the following terms and conditions:

1. Services by Third Parties. Unless the Company carries, stores or otherwise physically handles the shipment, and the loss, damage, expense or delay occurs during such activity, the Company assumes no liability as a carrier, and is not to be held responsible for any loss, damage, expense or delay to the goods to be forwarded or imported except as provided in Paragraph 10 and subject to the limitations of paragraph 8 below, but undertakes only to use reasonable care in the selection of carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others to whom it may entrust the goods for transportation, carriage, handling and/or delivery and/or storage or otherwise. When the Company carries, stores or otherwise physically handles the shipment, it does so subject to the limitation of liability set forth in paragraph 8 below unless a separate bill of lading, air waybill or other contract of carriage is issued by the Company, in which event the terms thereof shall govern.

2. Liability Limitations of Third Parties. The Company is authorized to select and engage carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, as required, to transport, store, deal with and deliver the goods, all of whom shall be considered as the agents of the Customer, and the goods may be entrusted to such agencies subject to all conditions as to limitation of liability for loss, damage, expense or delay and to all rules, regulations, requirements and conditions, whether printed, written or stamped, appearing in bills of lading, receipts or tariffs issued by such carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others. The Company shall under no circumstances be liable for any loss, damage, expense or delay to the goods for any reason whatsoever when said goods are in custody, possession or control of third parties selected by the Company to forward, enter and clear, transport or render other services with respect to such goods.

3. Choosing Routes or Agents. Unless express instructions in writing are received from the Customer, the Company has complete freedom in choosing the means, route and procedure to be followed in the handling, transportation and delivery of the goods. Advice by the Company to the Customer that a particular person or firm has been selected to render services with respect to the goods shall not be construed to mean that the Company warrants or represents that such person or firm will render such services.

4. Quotations Not Binding. Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given by the Company to the Customer are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon the Company unless the Company in writing specifically undertakes the handling or transportation of the shipment at a specific rate.

5. Duty To Furnish Information. (a) On an import at a reasonable time prior to entering of the goods for U.S. Customs, the Customer shall furnish to the Company invoices in proper form and other documents necessary or useful in the preparation of the U.S. Customs entry and also such further information as may be sufficient to establish the dutiable value, the classification and admissibility pursuant to U.S. law or regulation. If the Customer fails in a timely manner to furnish such information or documents in whole or in part, as may be required to complete U.S. Customs entry, or if the information or documents furnished is inaccurate, incomplete, the Company shall be obligated only to use its best judgment in connection with the shipment. Where a bond is required by U.S. Customs to be given for the production of any document or the performance of any act, the Customer shall be deemed bound by the terms of the bond notwithstanding the fact that the bond has been executed by the Company as principal, it being understood that the Company entered into such undertaking at the instance and on behalf of the Customer, and the Customer shall indemnify and hold the Company harmless for the consequences of any breach of the terms of the bond; (b) On an export at a reasonable time prior to the exportation of the shipment the Customer shall furnish to the Company the commercial invoice in proper form and number, a proper consular declaration, weights, measures, values and other information in the language of and as may be required by the laws and regulations of the U.S. and the country of destination of the goods; (c) On an export or import the Company shall not in any way be responsible or liable for increased duty, penalty, fine or expense unless caused by the negligence or fault of the Company, in which event its liability to the Customer shall be governed by the provisions of paragraph 8. The Customer shall be bound by and warrant the accuracy of all invoices, documents and information furnished to the Company by the Customer or its agent for export, entry or other purposes and the Customer agrees to indemnify and hold harmless the Company against any increased duty, penalty, fine or expense, including attorneys fees, resulting from any inaccuracy or omission or any failure to make timely presentation, even if not due to any negligence of the Customer.

6. Declaring Higher Valuation. Inasmuch as truckers, carriers, warehousemen and others to whom the goods are entrusted usually limit their liability for loss or damage unless a higher value is declared and a charge based on such higher value is agreed to by said truckers and carriers, the Company must receive specific written instructions from the Customer to pay such higher value or to file a claim on valuation and the trucker, etc., must accept such higher declared value; otherwise the valuation placed by the Customer on the goods shall be considered solely for export or customs purposes and the goods will be delivered to the truckers, etc., subject to the limitation of liability set forth herein in paragraph 8 with respect to any claim against the Company and subject to the provisions of paragraph 2 above.

7. Insurance. The Company will make reasonable efforts to effect marine, fire theft and other insurance upon the goods only after specific written instructions have been received by the Company in sufficient time prior to shipment from point of origin, and the Customer at the same time states specifically the kind and amount of insurance to be placed. The Company does not undertake or warrant that such insurance can or will be placed. Unless the Customer has its own open marine policy and instructs the Company to effect insurance under such policy, insurance is to be effected with one or more insurance companies or other underwriters to be selected by the Company. Any insurance placed shall be governed by the certificate or policy issued and will only be effective when accepted by such insurance companies or other underwriters. Should an insurer dispute its liability for any reason, the insured shall have recourse against the insurer only and the Company shall not be under any responsibility or liability in relation thereto, notwithstanding that the premium upon the policy may not be at the same rates as that charged or paid to the Company by the Customer, or that the shipment was insured under a policy in the name of the Company, insurance premiums and the charge of the Company for arranging the same shall be at the Customer's expense. If for any reason the goods are held in warehouse or elsewhere, the same will not be covered by any insurance, unless the Company receives written instructions from the Customer. Unless specifically agreed in writing, the Company assumes no responsibility to effect insurance on any export or import shipment which it does not handle.

8. Presenting Claims. In no event shall the Company be liable for any claim or demand for any act, omission or default by it in connection with an exportation or importation, unless a claim therefor shall be presented to it at its office within one hundred eighty (180) days from date of exportation or importation of the goods in a written statement to which sworn proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

9. Liability of Company. It is agreed that any claim or demand for loss, damage, expense or delay shall be only against the carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen or others in whose actual custody or control of the goods may be at the time of such loss, damage expense or delay; and that the Company shall not be liable or responsible for any claim or demand for loss, damage expense or delay, unless in each case the goods were in the actual custody or control of the Company at the time of such loss, damage expense or delay, or the damage alleged to have been suffered be proven to be caused by the negligence or other fault of the Company, its officers or employees, in which event the limitation of liability set forth in paragraph 8 herein shall apply. The Company shall not in any circumstances be liable for damages arising from loss of profit.

10. Advancing Money. The Company shall not be obliged to incur any expense, guarantee payment or advance any money in connection with the importing, forwarding, transporting, insuring, storing or cooping of the goods; unless the same is previously provided to the Company by the Customer on demand. The Company shall be under no obligation to advance freight charges, customs duties or taxes on any shipment, nor shall any advance by the Company be construed as a waiver of the provisions hereof.

11. Indemnification For Freight, Duties. In the event that a carrier, other person or any governmental agency makes a claim or institutes legal action against the Company for ocean or other freight, duties, fines, penalties, liquidated damages or other money due arising from a shipment of goods of the Customer, the Customer agrees to indemnify and hold harmless the Company for any amount the Company may be required to pay such carrier, other person or governmental agency together with reasonable expenses, including attorney fees, incurred by the Company in connection with defending such claim or legal action and obtaining reimbursement from the Customer. The confiscation or detention of the goods by any governmental authority shall not affect or diminish the liability of the Customer to the Company to pay all charges or other money due promptly on demand.

12. Sale of Perishable Goods. Perishable goods or live animals to be exported or which are cleared through customs concerning which no instructions for disposition are furnished by the Customer may be sold or otherwise disposed of without any notice to the Customer, owner or consignee of the goods, and payment or tender of the proceeds of any sale or the deduction of charges shall be equivalent to delivery. In the event that any shipment is refused or remains unclaimed at destination or any transshipping point in the course of transit or is returned for any reason, the Customer shall nevertheless pay the Company for all charges and expenses in connection therewith. Nothing herein contained shall obligate the Company to forward or enter or clear the goods or arrange for their disposal.

13. C.O.D. Shipments. Goods received with Customer's or other person's instructions to "Collect on Delivery" (C.O.D.) by drafts or otherwise, or to collect on any specified terms by time drafts or otherwise, are accepted by the Company only upon the express understanding that it will exercise reasonable care in the selection of a bank, correspondent, carrier or agent to whom it will send such item for collection, and the Company will not be responsible for any act, omission, default, suspension, insolvency or want of care, negligence or fault of such bank, correspondent, carrier or agent, nor for any delay in remittance lost in exchange, or loss during transit or in the course of collection.

14. General Lien on Any Property. The Company shall have a general lien on any and all property (and documents relating thereto) of the Customer, in its possession, custody or control or en route, for all claims for charges, expenses or advances incurred by the Company in connection with any shipments of the Customer and if such claim remains unsatisfied for thirty (30) days after demand for its payment is made, the Company may sell at public auction or private sale, upon ten (10) days written notice, registered mail (R.R.R.), to the Customer, the goods, wares and/or merchandise, or so much thereof as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the Company. Any surplus from such sale shall be transmitted to the Customer, and the Customer shall be liable for any deficiency in the sale.

15. Compensation of Company. The compensation of the Company for its services shall be included with and is in addition to the rates and charges of all carriers and other agencies selected by the Company to transport and deal with the goods and such compensation shall be exclusive of any brokerage, commissions, dividends or other revenue received by the Company from carriers, insurers and others in connection with the shipment. In any referral for collection or action against the Customer for monies due to the Company, upon recovery by the Company, the Customer shall pay the expenses of collection and/or litigation, including a reasonable attorney fee.

16. Picking Up Shipments or Samples. The Company shall not itself be obligated to pick up a shipment from a carrier or a sample from U.S. Customs. Should the Company render such a service for and on behalf of the Customer, the Company shall not be responsible for loss or damage to the shipment unless it is in the actual custody and control of the Company or its employee and the loss or damage is caused by the negligence or other fault of the Company or its employee, in which event the limitation of liability set forth in paragraph 8 herein shall apply.

17. No Responsibility For Governmental Requirements. It is the responsibility of the Customer to know and comply with the marking requirements of U.S. Customs, the regulations of the U.S. Food and Drug Administration and all other requirements of law or official regulations. The Company shall not be responsible for action taken or fines or penalties assessed by any governmental agency against the shipment because of the failure of the Customer to comply with the law or the requirements or regulations of any governmental agency or with a notification issued to the Customer by any such agency.

18. Loss, Damage or Expense Due To Delay. Unless the services to be performed by the Company on behalf of the Customer are unduly delayed by reason of the negligence or other fault of the Company, the Company shall not be responsible for any loss, damage or expense incurred by the Customer because of such delay. In the event the Company is at fault, as aforesaid, its liability is limited in accordance with the provisions of paragraph 8 above.

19. Construction of Terms and Venue. The foregoing terms and conditions shall be construed according to the laws of the State of New York. Unless otherwise consented to in writing by the Company, no legal proceeding against the Company may be instituted by the Customer, its assigns, or subrogs except in the City of New York.

APPROVED BY:
NATIONAL CUSTOMS BROKERS & FORWARDERS ASSOC. OF AMERICA, INC. - NEW YORK FOREIGN FREIGHT FORWARDERS & BROKERS ASSOC., INC. - CUSTOMS BROKERS & FORWARDERS ASSOC. OF MIAMI, INC. - SAN FRANCISCO CUSTOMS BROKERS ASSOC. - CUSTOMS BROKERS ASSOC. OF CHICAGO, INC. - BOSTON CUSTOMS BROKERS & INTERNATIONAL FORWARDERS ASSOC. - CUSTOMHOUSE BROKERS & INTERNATIONAL FREIGHT FORWARDERS ASSOC. OF WASHINGTON STATE - LOS ANGELES CUSTOMS & FREIGHT BROKERS ASSOC., INC. - CUSTOMS BROKERS ASSOC. NORTHERN U.S. BORDER - BALTIMORE CUSTOMHOUSE BROKERS & FORWARDERS ASSOC. - PHILADELPHIA FREIGHT BROKERS, FORWARDERS & CUSTOMS BROKERS ASSOC. - NEW ORLEANS ASSOC. OF CUSTOMS BROKERS, INC. - DETROIT CUSTOMHOUSE BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - COLUMBIA RIVER CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - INDEPENDENT FREIGHT FORWARDERS & BROKERS ASSOC. OF SAVANNAH, INC. - ASSOC. OF FORWARDING AGENTS & FOREIGN FREIGHT BROKERS OF MOBILE - CUSTOMS BROKERS & FREIGHT FORWARDERS ASSOC. OF CHARLESTON, S.C., INC. - EXPORT-IMPORT ASSOC. OF VIRGINIA

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS
CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N. Y. 10048



H. V. D.
NOV 25 1974

F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD

DATE 11 13 74

AMERICAN BANK NOTE CO.
70 BROAD STREET
NEW YORK, N.Y. 10004

DESCRIPTION

AS PER OCEAN B/L.

ENTRY NO.	OUR REF. NO. 6257	YOUR REF NO.	STEAMSHIP CO. ROYAL NETHERLANDS S/S C
CARRIER METEOR	ARRIVED 10 31 74	BILL OF LADING NO. 137	PORT PORT AU PRINCE
IMPORTANT SUBJECT TO TERMS AND CONDITIONS OF SERVICE ON REVERSE SIDE IMPORTER MUST FURNISH MISSING DOCUMENTS WITHIN THE PERIOD OF TIME AS REQUIRED BY CUSTOMS REGULATIONS TO AVOID CUSTOMS PENALTIES.	TRANSFER CHARGES PAID	1	
	SHIPPER'S COLLECTION AND REMITTANCE	2	
	DUTY DEPOSIT, SUBJECT TO LIQUIDATION	3	
	CUSTOMS ENTRY	4	
	ADD'L INVOICES AND CLASSIFICATIONS	5	
	IMMEDIATE DELIVERY PERMIT	6	
	BOND TO CUSTOMS, PREPARATION, SERVICE AND PREMIUM	7	
	DEPOSIT FOR MISSING DOCUMENTS, BONDS, CANCELLATIONS AND SERVICES	8	
	SERVICES - PLANT QUARANTINE, FOOD AND DRUG, BAI	9	
	REFORWARDING SERVICES	10	
	SPECIAL MESSENGER SERVICE	11	4.00
	POSTAGE AND PETTIES	12	3.00
	SPECIAL SERVICES AND EXPENSES	13	
	FREIGHT CHARGES - OCEAN/AIR	14	1,062.38
	INSURANCE AND PLACEMENT SERVICES	15	
	INLAND FREIGHT	16	
	COOPERAGE FOR CUSTOMS EXAMINATION AND MARKING	17	
	GENERAL ORDER WAREHOUSE CHARGES	18	
	DOCK / AIRPORT STORAGE CHARGES	19	
	CARTAGE AND SERVICES	20	
	LOADING AND UNLOADING	21	
	CONSULAR FEES INCLUDING VISA AND NOTARY	22	15.50
	PREPARATION OF CONSULAR DOCUMENTS	23	
	ARRANGING FOR CONSULAR CERTIFICATE AND CERTIFICATE OF ORIGIN	24	
	BANKING DOCUMENTATION	25	
	CABLES, TELEGRAMS AND TELEPHONE CHARGES	26	
	SERVICE FEE - FORWARDING, CLEARING AND/OR DOCUMENTATION	27	20.00
		\$	1,104.88

TERMS AND CONDITIONS OF SERVICE (Please Read Carefully)

All shipments to or from the Customer, which term shall include the exporter, importer, sender, receiver, owner, consignee, transferor or transferee of the shipments, will be handled by J.M. Rodgers Co., Inc. (hereinafter called the "Company") on the following terms and conditions:

1. **Services by Third Parties.** Unless the Company carries, stores or otherwise physically handles the shipment, and the loss, damage, expense or delay occurs during such activity, the Company assumes no liability as a carrier, and is not to be held responsible for any loss, damage, expense or delay to the goods to be forwarded or imported except as provided in paragraph 10 and subject to the limitations of paragraph 8 below, but undertakes only to use reasonable care in the selection of carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others to whom it may entrust the goods for transportation, cartage, handling and/or delivery and/or storage or otherwise. When the Company carries, stores or otherwise physically handles the shipment, it does so subject to the limitation of liability set forth in paragraph 8 below unless a separate bill of lading, air waybill or other contract of carriage is issued by the Company, in which event the terms thereof shall govern.

2. **Liability Limitations of Third Parties.** The Company is authorized to select and engage carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, as required, to transport, store, deal with and deliver the goods, all of whom shall be considered as the agents of the Company. The goods may be entrusted to such agencies subject to all conditions, as to limitation of liability, for loss, damage, expense or delay and to all rules, regulations, requirements and conditions, whether printed, written or stamped, appearing on bills of lading, receipts or tariffs issued by such carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others. The Company shall under no circumstances be liable for any loss, damage, expense or delay to the goods for any reason whatsoever when said goods are in custody, possession or control of third parties selected by the Company to forward, enter and clear, transport or render other services with respect to such goods.

3. **Choosing Routes or Agents.** Unless express instructions in writing are received from the Customer, the Company has complete freedom in choosing the means, route and procedure to be followed in the handling, transportation and delivery of the goods. Advice by the Company to the Customer that a particular person or firm has been selected to render services with respect to the goods shall not be construed to mean that the Company warrants or represents that such person or firm will render such services.

4. **Quotations Not Binding.** Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given by the Company to the Customer are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon the Company unless the Company in writing specifically undertakes the handling or transportation of the shipment at a specific rate.

5. **Duty To Furnish Information.** (a) On an import at a reasonable time prior to entering of the goods for U. S. Customs, the Customer shall furnish to the Company invoices in proper form and other documents necessary or useful in the preparation of the U. S. Customs entry and, also, such further information as may be sufficient to establish the dutiable value, the classification and admissibility pursuant to U. S. law or regulation. If the Customer fails in a timely manner to furnish such information or documents in whole or in part, as may be required, or if the information or documents furnished is inaccurate or incomplete, the Company shall be obligated only to use its best judgment in connection with the shipment. Where a bond is required by U. S. Customs to be given for the production of any document or the performance of any act, the Customer shall be deemed bound by the terms of the bond notwithstanding the fact that the bond has been executed by the Company as principal, it being understood that the Company entered into such undertaking at the instance and on behalf of the Customer, and the Customer shall indemnify and hold the Company harmless for the consequences of any breach of the terms of the bond. (b) On an export at a reasonable time prior to the exportation of the shipment the Customer shall furnish to the Company the commercial invoice in proper form and number, a proper consular declaration, weights, measures, values and other information in the language of and as may be required by the laws and regulations of the U. S. and the country of destination of the goods. (c) On an export or import the Company shall not in any way be responsible or liable for increased duty, penalty, fine or expense unless caused by the negligence or other fault of the Company, in which event its liability to the Customer shall be governed by the provisions of paragraph 8. The Customer shall be bound by and warrant the accuracy of all invoices, documents and information furnished to the Company by the Customer or its agent for export, entry or other purposes and the Customer agrees to indemnify and hold harmless the Company against any increased duty, penalty, fine or expense, including attorneys fees, resulting from any inaccuracy or omission or any failure to make timely presentation, even if not due to any negligence of the Customer.

6. **Declaring Higher Valuation.** Inasmuch as truckers, carriers, warehousemen and others to whom the goods are entrusted usually limit their liability for loss or damage unless a higher value is declared and a charge based on such higher value is agreed to by said truckers, etc., the Company must receive specific written instructions from the Customer as to the value to be declared and the truckers, etc., must accept such higher declared value; otherwise the valuation placed by the Customer on the goods shall be considered solely for export or customs purposes and the goods will be delivered to the truckers, etc., subject to the limitation of liability set forth herein in paragraph 8 with respect to any claim against the Company and subject to the provisions of paragraph 2 above.

7. **Insurance.** The Company will make reasonable efforts to effect marine, fire theft and other insurance upon the goods only after specific written instructions have been received by the Company in sufficient time prior to shipment from point of origin; and the Customer at the same time states specifically the kind and amount of insurance to be placed. The Company does not undertake or warrant that such insurance can or will be placed. Unless the Customer has its own open marine policy and instructs the Company to effect insurance under such policy, insurance shall be effected with one or more insurance companies or other underwriters to be selected by the Company. Insurance placed shall be covered by the certificate or policy issued and will only be effective when accepted by such insurance companies or other underwriters. Should an insurer dispute its liability for any reason, the insured shall have recourse against the insurer only and the Company shall not be under any responsibility or liability in relation thereto, notwithstanding that the premium upon the policy may not be at the same rates as that charged or paid to the Company by the Customer, or that the shipment was insured under a policy in the name of the Company. Insurance premiums and the charge of the Company for arranging the same shall be at the Customer's expense. If for any reason the goods are held in warehouse, or elsewhere, the same will not be covered by any insurance, unless the Company receives written instructions from the Customer. Unless specifically agreed in writing, the Company assumes no responsibility to effect insurance on any export or import shipment which it does not handle.

8. **Presenting Claims.** In no event shall the Company be liable for any claim or demand from any claimant or default by it in connection with an exportation or importation, unless a claim therefor shall be presented to its office within one hundred eighty (180) days from date of exportation or importation of the goods in a written statement to which sworn proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

9. **Liability of Company.** It is agreed that any claim or demand for loss, damage, expense or delay shall be only against the carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen or others in whose actual custody or control the goods may be at the time of such loss, damage, expense or delay, and that the Company shall not be liable or responsible for any claim or demand from any claimant or default by it in connection with an exportation or importation, unless a claim therefor shall be presented to its office within one hundred eighty (180) days from date of exportation or importation of the goods in a written statement to which sworn proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

10. **Advancing Money.** The Company shall not be obliged to incur any expense, guarantee payment or advance any money in connection with the importing, forwarding, transporting, insuring, storing or cooping of the goods, unless the same is previously provided to the Company by the Customer on demand. The Company shall be under no obligation to advance freight charges, customs duties or taxes on any shipment, nor shall any advance by the Company be construed as a waiver of the provisions hereof.

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12. **Sale of Perishable Goods.** Perishable goods, or live animals to be exported or which are cleared through customs concerning which no instructions for disposition are furnished by the Customer may be sold or otherwise disposed of without any notice to the Customer, owner or consignee of the goods, and payment or tender of the net proceeds of any sale after deduction of charges shall be equivalent to delivery. In the event that any shipment is refused or remains unclaimed at destination, or any transshipping point in the course of transit or is returned for any reason, the Customer shall nevertheless pay the Company for all charges and expenses in connection therewith. Nothing herein contained shall obligate the Company to forward or enter or clear the goods or arrange for their disposal.

13. **C.O.D. Shipments.** Goods received with Customer's or other person's instructions to "Collect on Delivery" (C.O.D.) by draft or otherwise, or to collect on any specified terms by time drafts or otherwise, are accepted by the Company only upon the express understanding that it will exercise reasonable care in the selection of a bank, correspondent, carrier or agent to whom it will send such item for collection, and the Company will not be responsible for any act, omission, default, suspension, insolvency or want of credit, storage, or fault of such bank, correspondent, carrier or agent, nor for any delay in remittance lost in exchange, or loss during transmission or while in the course of collection.

14. **General Lien on Any Property.** The Company shall have a general lien on any and all property (and documents relating thereto) of the Customer, in its possession, custody or control or en route, for all claims for charges, expenses or advances incurred by the Company in connection with any shipments of the Customer and if such claim remains unsatisfied for thirty (30) days after demand for its payment is made, the Company may sell at public auction or private sale, upon ten (10) days written notice, registered mail (R.R.R.), to the Customer, the goods, wares and/or merchandise, or so much thereof, as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the Company. Any surplus from such sale shall be transmitted to the Customer, and the Customer shall be liable for any deficiency in the sale.

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16. **Picking Up Shipments or Samples.** The Company shall not itself be obligated to pick up a shipment from a carrier or a sample from U. S. Customs. Should the Company render such a service for and on behalf of the Customer, the Company shall not be responsible for loss or damage to the shipment unless it is in the actual custody and control of the Company or its employee and the loss or damage is caused by the negligence or other fault of the Company or its employee, in which event the limitation of liability set forth in paragraph 8 herein shall apply.

17. **No Responsibility For Governmental Requirements.** It is the responsibility of the Customer to know and comply with the marking requirements of U. S. Customs, the regulations of the U. S. Food and Drug Administration and all other requirements of law or official regulations. The Company shall not be responsible for action taken or fines or penalties assessed by any governmental agency against the shipment because of the failure of the Customer to comply with the law or the requirements or regulations of any governmental agency or with a notification issued to the Customer by any such agency.

18. **Loss, Damage or Expense Due To Delay.** Unless the services to be performed by the Company on behalf of the Customer are unduly delayed by reason of the negligence or other fault of the Company, the Company shall not be responsible for any loss, damage or expense incurred by the Customer because of such delay. In the event the Company is at fault, its liability is limited in accordance with the provisions of paragraph 8 above.

19. **Construction of Terms and Venue.** The foregoing terms and conditions shall be construed according to the laws of the State of New York. Unless otherwise consented to in writing by the Company, no legal proceeding against the Company may be instituted by the Customer, its assigns, or subrogee except in the City of New York.

APPROVED BY:
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SHIPPER'S INTEREST
AMERICAN BANK NOTE COMPANY
70 BROAD STREET.
NEW YORK N.Y. 10004.

DOCUMENT NO.
WOOSTER,

EXPORT REFERENCES

E 6257

CONSIGNEE
BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI, DEPARTMENT COMMERCIAL,
PORT -AU- PRINCE,
HAITI ATTN: SENIOR SUG. MGR

FORWARDING AGENT REFERENCES
J.M. RODGERS CO., INC.
ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048
REF.

FMC-431

POINT AND COUNTRY OF ORIGIN
NEW YORK U.S.A.

ADDRESS ARRIVAL NOTICE TO

SAME AS ABOVE.

DOMESTIC ROUTING / EXPORT INSTRUCTIONS

PIER

FT 39 th STREET, BROOKLYN.

EXPORTING CARRIER (VESSEL)

METEOOR. SLG 10/31

PORT OF LOADING

NEW YORK.

ONWARD INLAND ROUTING

PORT OF DISCHARGE

PORT -AU- PRINCE.

FOR TRANSSHIPMENT TO

MARKS AND NUMBERS

NO. OF PKGS

DESCRIPTION OF PACKAGES AND GOODS

GROSS WEIGHT
IN POUNDS

GROSS WEIGHT
IN KILOS

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI
PORT -AU-PRINCE
HAITI, ATTN:
SENIOR SUB-
MGR. MADE IN
USA
PRINTED MATTER
-UNISSUED
BANK NOTE FORMS
1860/1909

50

LICENSE G-DEST

WOODEN CASES PRINTED MATTER
(INCOMPLETE BANK NOTE FORMS)

9600#

246.0 1

"United States law prohibits disposition of these commodities to the Soviet Bloc,
People's Republic of China, North Korea, Communist controlled areas of Vietnam,
Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."

FREIGHT CHARGES PAYABLE AT

BY

IN ACCERTING THIS BILL OF LADING, the shipper,
consignee and owner of the goods and the holder
of this Bill of Lading expressly accept and agree
to all stipulations, exceptions and conditions,
whether written, typed, stamped, or printed, as
fully as if signed by such shipper, consignee,
owner of the goods and/or holder of this Bill of
Lading.

246
Bunker
Wharfage
Port Charge
Surcharge
Ad Valorem

cu. ft. @ 87.00 per 40 cu. ft.

" " 6.00 "

" " 4.57 "

" " 2.00 "

" " 1.71 "

Lbs. @ per 2000 lbs.

" " "

" " "

@ 3/4 of 1%

@

TOTAL U.S. CURRENCY

535 05
36 90
28 11
12 30
10 52

439 50

1,062 38

3 Copies hereof are signed of the same tenor,
one of which being accomplished, the others to stand void.

FOR THE MASTER

ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

MO. DAY YEAR B/L NO.

By _____

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048

REF#6257-H

H. V. D.

NOV 25 1974
F.M.C. 431



TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD
TELEX. 12-8120

LETTER OF CORRECTION

NOVEMBER 15, 1974

CONSUL GENERAL OF HAITI
NEW YORK, NY.

DEAR SIR:

WE REFER TO CONSULAR INVOICE, BILL OF LADING #137 LEGALIZED ON
NOVEMBER 7, 1974.

SHIPPER: AMERICAN BANK NOTE CO. NEW YORK USA

VALUE OF INVOICE: C.I.F. \$58600.00

PER S.S. METEOR

DESTINATION: PORT AU PRINCE

CONSIGNEE: BANQUE NAT. DE LA REPUBLIQUE D HAITI, DEPARTMENT COMMERCIAL
PORT AU PRINCE, HAITI

MARKS: BANQUE NATIONALE DE LA REPUBLIQUE D HAITI
PORT-AU-PRINCE, HAITI, ATTN. SENIOR SUB MGR. MADE IN USA
#1860/1909- 50 CASES PRINTED MATTER

TO WHICH WE HAVE TO MAKE THE FOLLOWING CORRECTIONS:

WHERE IT READS:

\$57,911.17
592.13
96.70

\$58,600.00

F.O.B. VALUE

OCEAN FREIGHT

INSURANCE

TOTAL AMOUNT OF INVOICE

IT SHOULD READ:

\$57440.92
1062.38
96.70

\$58600.00

WE ASK YOU KINDLY TO TAKE NOTICE OF THE ABOVE CORRECTIONS AND
TO NOTIFY THE CORRESPONDING AUTHORITY.

THANKING YOU VERY MUCH FOR YOUR KIND COOPERATION, WE ARE

VU ET ENREGISTRE
LE CONSUL GENERAL D'HAITI
A NEW YORK

WILSON ALORESTAL

RESPECTFULLY YOURS,

J.M. RODGERS CO., INC. AGENTS FOR
AMERICAN BANK NOTE CO.

(ANTILLES) TO SHIPPER ATTN MI

SHIPPER/EXPORTER

DOCUMENT NO. 100378

AG 10/24/74

EXPORT REFERENCES

E 6257

H. V. D.

NOV 25 1974

FMC-431

CONSIGNEE

SIGNEE
BANQUE NATIONALE DE LA REPUBLIQUE
D' HAITI, DEPARTMENT COMMERCIAL,
PORT -AU- PRINCE,
HAITI . ATTN: SENIOR SUG.

FORWARDING AGENT—REFERENCES

J. M. RODGERS CO., INC.
 ONE WORLD TRADE CENTER, SUITE 2665
 NEW YORK, N. Y. 10048

REF:

POINT AND COUNTRY OF ORIGIN

NEW YORK U.S.S.A.

ADDRESS ARRIVAL NOTICE TO

SAME AS ABOVE.

DOMESTIC ROUTING / EXPORT INSTRUCTIONS

PIER

FT 39 th STREET, BROOKLYN.

EXPORTING CARRIER (VESSEL)

METEOOR. SLG 10/31

PORT OF LOADING

NEW YORK.

ONWARD INLAND ROUTING

PORT OF DISCHARGE

PORT -AU- PRINCE.

FOR TRANSSHIPMENT TO

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

cu. ft. @ _____ per 40 cu. ft.

Lbs. @ per 2000 lbs.

TOTAL U.S. CURRENCY

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

MO. DAY YEAR

B/L NQ

By _____

10-31-74 137

820
J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048

REF #6257-H

H. V. D.

NOV 25 1974

F.M.C. 431



TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD
TELEX. 12-8120

LETTER OF CORRECTION

CONSUL GENERAL OF HAITI
NEW YORK, NY.

NOVEMBER 15, 1974



DEAR SIR:

WE REFER TO CONSULAR INVOICE, BILL OF LADING #137 LEGALIZED ON
NOVEMBER 7, 1974.

SHIPPER: AMERICAN BANK NOTE CO. NEW YORK USA

VALUE OF INVOICE: C.I.F. \$58600.00

PER S.S. METEOR

DESTINATION: PORT AU PRINCE

CONSIGNEE: BANQUE NAT. DE LA REPUBLIQUE D HAITI, DEPARTMENT COMMERCIAL
PORT AU PRINCE, HAITI

MARKS: BANQUE NATIONALE DE LA REPUBLIQUE D HAITI
PORT-AU-PRINCE, HAITI, ATTN. SENIOR SUB MGR. MADE IN USA
#1860/1909- 50 CASES PRINTED MATTER

TO WHICH WE HAVE TO MAKE THE FOLLOWING CORRECTIONS:

WHERE IT READS:

\$57,911.17

592.13

96.70

\$58,600.00

F.O.B. VALUE

OCEAN FREIGHT

INSURANCE

TOTAL AMOUNT OF INVOICE

IT SHOULD READ:

\$57440.92

1062.38

96.70

\$58600.00

ORIGINAL

WE ASK YOU KINDLY TO TAKE NOTICE OF THE ABOVE CORRECTIONS AND
TO NOTIFY THE CORRESPONDING AUTHORITY.

THANKING YOU VERY MUCH FOR YOUR KIND COOPERATION, WE ARE

VU ET ENREGISTRE
LE CONSUL GENERAL D'HAITI
A NEW YORK

WILSON FLORESTAL

RESPECTFULLY YOURS,

J. M. RODGERS CO., INC. AGENTS FOR
AMERICAN BANK NOTE CO.



49
E. J. Rodgers

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES)
ACK RECEIPT TO SHIPPER ATTN M

SHIPPER
BANK NOTE COMPANY
70 BROAD STREET.
NEW YORK N.Y. 10004.

DOCUMENT NO. AG 10/24/74
EXPORT REFERENCES
H.V.D.
E 6257
NOV 25 1974
FMC-43

CONSIGNEE
BANQUE NATIONALE DE LA REPUBLIQUE
D' HAITI, DEPARTMENT COMMERCIAL,
PORT -AU- PRINCE,
HAITI . ATTN: SENIOR SUG. MGR

FORWARDING AGENT- REFERENCES
J. M. RODGERS CO., INC.
ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048
DEF
POINT AND COUNTRY OF ORIGIN
NEW YORK U.S.A.

ADDRESS ARRIVAL NOTICE TO
SAME AS ABOVE.

DOMESTIC ROUTING / EXPORT INSTRUCTIONS

PIER
FT 39 th STREET, BROOKLYN.


EXPORTING CARRIER (VESSEL)
METEOR. SLG 10/31

ONWARD INLAND ROUTING

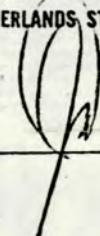
PORT OF LOADING
NEW YORK.

PORT OF DISCHARGE
PORT -AU- PRINCE.

FOR TRANSHIPMENT TO

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT -AU-PRINCE HAITI, ATTN: SENIOR SUB- MGR. MADE IN USA PRINTED MATTER -UNISSUED BANK NOTE FORMS # 1860/1909 "United States law prohibits disposition of these commodities to the Soviet Union, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."	50	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS)  LE COMMISSAIRE A NEW YORK WILSON ALONSO HAIITI GENERAL ORIGINAL	9600#	246.0

FREIGHT CHARGES PAYABLE AT	BY
IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.	246 cu. ft. @ 82- per 40 cu. ft. BUNKER SURCHARGE \$6.00 per 40 cft or 2000# Lbs. @ per 2000 lbs. WHARFAGE \$4.57 per 40 cft. or \$4.00 per 2000# ADDITIONAL PORT CHARGES \$2.00 per 40 cft. or \$1.75 per 2000# SURCHARGE \$1.75 per 40 cft. or \$1.50 per 2000# TOTAL U.S. CURRENCY
3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.	504.30 36.90 541.20 28.11 12.90 10.52 592.13

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS
Dated in NEW YORK.
MO. DAY YEAR B/L NO.
By 

FACTURE CONSULAIRE

CONSULAT DE LA



REPUBLIQUE D'HAITI

H.V.D.
NOV 8 5 1974
CONSULAR INVOICE
B. L. No. 137

Marks (Marques) and Country of Origin
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
PORT AU PRINCE, HAITI
ATT: SENIOR SUB-MGR.
MADE IN USA

Merchandise Shipped on the S.S.: "METEOR" on 10/31/74
Nationality - Name (nom) le Date of Sailing
Marchandises expédiées sur le SS. NEW YORK, USA for PORT AU PRINCE, Haiti
Sailing from the Port of Partant du port de
Name and Address of Shipper AMERICAN BANK NOTE COMPANY, NEW YORK, USA
Nom et adresse de l'expéditeur
Consigned to order of BANQUE NAT. DE LA REPUBLIQUE PORT AU PRINCE, HAITI
Consignées à l'ordre de DE HAITI, DEPARTMENT COMMERCIAL.
Notify of
Notifier SAME de PORT AU PRINCE, Haiti

Numbers Numéros	Number of pieces Nombre de colis	Nature of Packing Nature de l'emballage	Denomination and Details of Each Article (Quantity, Quality, Measure, Yardage, etc.) in Terms of the Haitian Tariff. Dénomination et détails de chaque article (quantité, qualité, mesure, yardage, etc.) dans les termes du Tarif Haïtien.	Weights in Pounds Kilos		Values in U.S. Currency Valeur en Monnaie des E.U.
				Gross Brut	Net Net	
1860/909	50	CASES	"PRINTED MATTER" (INCOMPLETE BANK NOTE FORMS)	4350	3411	\$57,911.17

orp. Export Messenger Service Corp.
One World Trade Center
SUITE 2560
NEW YORK, N. Y. 10048
432-0881

ORIGINAL

VU ET ENREGISTRE
LE COMMISSAIRE GENERAL D'HAITI
A NEW YORK
WILSON ROBERTS
Seignior

HAITI
CONSULAT
GENERAL

We affirm that this invoice is a correct and faithful expression of the truth, l'affirme que cette facture est l'expression sincère et fidèle de la vérité, that it corresponds in every particular with our books, and that neither the qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle, usual designation, nor the weights, nor the quantity or quality, nor the value ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles and origin named therein are in any way altered, and are thereof exactly the qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que same than those appeared on our Export Declaration No. submitted to the U. S. Custom House. of (date) ceux accusés sur ma déclaration No. du soumise à la Douane des Etats-Unis.

NEW YORK, U.S.A. Date NOV. 7 19 74

J.M. ROGERS CO., INC. For Account of
Name of forwarding agent, broker or commissioner, etc.

Shippers AMERICAN BANK NOTE COMPANY
Expéditeurs
Per: Signature

NOTE:—In all cases where the merchandise is taxed at net weight, the weight to be taxed of said merchandise will include all interior or immediate packing, including the paste board boxes or objects made of paste board, not subject to a higher tax. (Article 29, Law of July 26, 1926.)

Dans tous les cas où les marchandises sont taxées au poids net, le poids imposable des dites marchandises comprendra tous les emballages intérieurs ou immédiats, y compris les cartons ou objets en carton, non soumis à un droit plus élevé (Article 29, loi du 26 Juillet, 1926.)

ARRANGEMENT OF DOCUMENTS:

3 Consular Invoices and 3 Original Bills of lading clipped or stapled together, the invoice on top.

To each of the remaining Consular invoices a copy of signed B/L must be stapled and the whole set clipped together.

Value of merchandise	\$57,911.17
Valeur des marchandises	
Packing (if not included in the value of the merchandise)	
Emballage (s'il n'est pas compris dans la valeur des marchandises)	
Inland Freight, Bill of Lading, Wharfage and Trucking Charges	
Frêt et frais du connaissement, embarquement et camionnage.	
Total F. O. B. Value	\$57,911.17
Brokerage fees	
Commission d'achat	
Interest	
Intérêts	
Export Duties paid at Port of Origin	
Droits d'exportation acquittés au port d'origine	
Ocean Freight and Bill of Lading Expenses (including embarking and disembarking)	592.13
Frêt et frais du connaissement, embarquement et débarquement compris	96.70
Insurance	
Assurance	
*2% of F O B value \$	FREE
Consular fees:	
Stamp on Inv. (\$1.20)	
Droits consulaires:	
B/L visa (\$2.00)	
Stamp on B/L (\$1.20)	
Other expenses	
Autres frais	
Total amount of invoice	\$58,600.00
Montant total de la facture	

CONSULAR INVOICE FEES

*For any merchandise being shipped by boat to Haiti and whose value FOB is inferior to \$200.00 — the fee is \$3.00 plus B/L visa and Stamps 7.40
Over \$200.00 — the fee is 2% on the value FOB plus B/L visa and Stamps
Visa for Certificate of Origin \$2.00 plus Stamps \$1.20 3.20
Visa for Commercial Invoice if requested \$2.00 plus Stamp \$1.20 3.20
ADDITIONAL FEES:
Visa on Consular Invoice requested after 4 p. m. 2.00*
Visa on Consular Invoice requested on holidays 4.00*

E. J. Rogers

AMERICAN BANK NOTE COMPANY
NEW YORK

H. V. D.
NOV 25 1974

October 31, 1974

Banque Nationale de la Republique
d'Haiti
Departement Commercial
Port-au-Prince, Haiti

Attention: Senior Sub-Manager

Gentlemen:

CONFIRMATION OF SHIPMENT

We have shipped to you per the S.S. "METEOR" which sailed for Port-au-Prince on October 17th, fifty (50) cases, Nos. 1760/1809, containing:

3,000,000 Notes, 1 Gourde, Nos. AD000001 - AD1000000
AE000001 - AE1000000
AF000001 - AF1000000

1,000,000 Notes, 5 Gourdes, Nos. P000001 - P1000000

which is a partial shipment of your order of May 9, 1974.

We enclose herewith the original Bill of Lading, Consular Invoice, and Shipping Invoice, each in triplicate. Our bill covering this shipment will follow in a few days.

For your convenience, we are enclosing a copy of this letter which you may initial and return to us as evidence of your receipt of the above mentioned cases and documents herewith.

Very truly yours,

AMERICAN BANK NOTE COMPANY

Assistant Manager
International Division

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
Département Commercial

Enclosures.-

Molière Pollard
Sous-Directeur

NOV 25 1974
H. V. D.
NOV 25 1974

FOREIGN DEPT.
A. B. N. CO.

Nov 22 9 37 AM '74

October 11, 1974

General Manager
Department of Commercial
Port of New York
Attention: Director of Navigation
Comptroller

We have enclosed to you for the "A. B. N. CO." which added for
Port of New York on October 11, 1974, New York, New York, 100000
1,000,000 votes, 1,000,000 - 1,000,000
1,000,000 - 1,000,000
1,000,000 - 1,000,000
1,000,000 - 1,000,000

which is a partial shipment of your order of May 2, 1974.

We enclose herewith the original bill of lading, Commercial Invoice
and shipping invoice, each in duplicate. Your bill covering this shipment
will follow in a few days.

For your convenience, we are enclosing a copy of this letter
which you may utilize and return to us as evidence of your receipt of the
above mentioned cargo and documents herewith.

Very truly yours,

AMERICAN BANK NOTE COMPANY

Assistant Manager
International Division
AMERICAN BANK NOTE COMPANY
Department of Commercial

Noted
New York

FILING
NOV 11 1974

November 7, 1974

Banque Nationale de la Republique
d'Haiti
Departement Commercial
Port-au-Prince, Haiti

Attention: Senior Sub-Manager

Gentlemen:

With reference to our letter of October 31st confirming the shipment of fifty (50) cases, Nos. 1760/1809, enclosed please find our bill in triplicate in the amount of U.S.\$55,576.40 covering the shipment of fifty (50) cases, Nos. 1760/1809, containing 3,000,000 Notes, 1 Gourde and 1,000,000 Notes, 5 Gourdes.

Very truly yours,

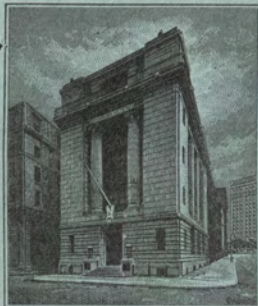
AMERICAN BANK NOTE COMPANY

Assistant Manager
International Division

Enclosures.-

BCC: M. Georges N. Leger

(DW/mag)



4th COPIES

B 1204

AMERICAN BANK NOTE COMPANYEXECUTIVE OFFICES
(FOR CORRESPONDENCE ONLY)

70 BROAD STREET - NEW YORK, N. Y. 10004

212/944-6200

NOVEMBER 6, 1974

FOR REMITTANCE ONLY

TO NEAREST POST OFFICE BOX:

P. O. BOX 5457

CHURCH STREET STATION
NEW YORK, NEW YORK 10008
D-U-N-S 290-1452

P. O. BOX 91371

CHICAGO, ILLINOIS 60690
D-U-N-S 290-1460

P. O. BOX 360366M

PITTSBURGH, PA. 15230
D-U-N-S 00-494-9061**BANQUE NATIONALE DE LA
REPUBLIQUE D'HAITI****PORT-AU-PRINCE****RETURN COPY WITH REMITTANCE**TERMS: NET DUE ON RECEIPT OF INVOICE
F. O. B. **C.I.F.****PORT-AU-PRINCE**

SALES OFFICE NO.

201

SALESMAN'S NO.

90

OUR ORDER

**2-0700-484
2-0702-484**

YOUR ORDER

LTR. MAY 9, 1974**3,000,000 NOTES - 1 GOURDE - NOS. AD0000001 TO AD1000000
AE0000001 TO AE1000000
AF0000001 TO AF1000000****1,000,000 NOTES - 5 GOURDES NOS. P0000001 TO P1000000****U.S. DOLLARS \$ 55,576.40****VIA: S.S. "METEOR"
30 CASES - NOS. 1760/1809**

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

SELLER CONFIRMS THAT ALL GOODS SOLD OR TO BE SOLD TO YOU BY IT HAVE BEEN OR WILL BE PRODUCED BY IT IN COMPLIANCE WITH THE APPLICABLE PROVISIONS OF THE FAIR LABOR STANDARDS ACT OF 1938, AS AMENDED.

H. V. D.

November 22, 1974
NOV 25 1974

Banque Nationale de la Republique
d'Haiti
Departement Commercial
Port-au-Prince, Haiti

Attention: Senior Sub-Manager

Gentlemen:

CONFIRMATION OF SHIPMENT

We have shipped to you per the S.S. "Meteoor", which sailed for Port-au-Prince on November 14th, one hundred sixty (160) cases, Nos. 1810/1969, containing:

9,000,000 Notes, 1 Gourde, Nos. AG000001 - AG 1000000
AH000001 - AH 1000000
AJ000001 - AJ 1000000
AK000001 - AK 1000000
AL000001 - AL 1000000
AM000001 - AM 1000000
AN000001 - AN 1000000
AP000001 - AP 1000000
AQ000001 - AQ 1000000

3,000,000 Notes, 5 Groudes, Nos. Q 000001 - Q 1000000
R 000001 - R 1000000
S 000001 - S 1000000

1,000,000 Notes, 2 Gourdes, Nos. E 000001 - E 1000000

which is a partial shipment of your order of May 9, 1974.

We enclose herewith the original Bill of Lading, Consular Invoice, and Shipping Invoice, each in triplicate. We also our bill in triplicate in the amount of U.S.\$180,452.60 covering this shipment.

For your convenience, we are enclosing a copy of this letter which you may initial and return to us as evidence of your receipt of the above mentioned cases and documents herewith.

Cases and Documents
received

Very truly yours,

AMERICAN BANK NOTE COMPANY

Signed

Date
Encls.

Assistant Manager
International Division

bcc - M. Georges N. Leger



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

DR.

OUR ORDER 2-0702-484
2-0700-484

YOUR ORDER

DATE OF SHIPMENT

TERMS: { NET.
F.O.B.N.Y.

TWENTY (20) CASES, CONTAINING:

1,000,000 NOTES, 5 GOURDES, NOS. Q000001 - Q1000000

CASE NO.	NUMBERS	CASE NO.	NUMBERS	CASE NO.	NUMBERS
1810	Q000001 - Q050000	1817	Q350001 - Q400000	1824	Q700001 - Q750000
1811	Q050001 - Q100000	1818	Q400001 - Q450000	1825	Q750001 - Q800000
1812	Q100001 - Q150000	1819	Q450001 - Q500000	1826	Q800001 - Q850000
1813	Q150001 - Q200000	1820	Q500001 - Q550000	1827	Q850001 - Q900000
1814	Q200001 - Q250000	1821	Q550001 - Q600000	1828	Q900001 - Q950000
1815	Q250001 - Q300000	1822	Q600001 - Q650000	1829	Q950001 - Q1000000
1816	Q300001 - Q350000	1823	Q650001 - Q700000		

THIRTY (30) CASES, CONTAINING:

3,000,000 NOTES, 1 GOURDE, NOS. AG000001 - AG1000000

AH000001 - AH1000000

AJ000001 - AJ1000000

CASE NO.	NUMBERS	CASE NO.	NUMBERS	CASE NO.	NUMBERS
1830	AG000001 - AG100000	1840	AH000001 - AH100000	1850	AJ000001 - AJ100000
1831	AG100001 - AG200000	1841	AH100001 - AH200000	1851	AJ100001 - AJ200000
1832	AG200001 - AG300000	1842	AH200001 - AH300000	1852	AJ200001 - AJ300000
1833	AG300001 - AG400000	1843	AH300001 - AH400000	1853	AJ300001 - AJ400000
1834	AG400001 - AG500000	1844	AH400001 - AH500000	1854	AJ400001 - AJ500000
1835	AG500001 - AG600000	1845	AH500001 - AH600000	1855	AJ500001 - AJ600000
1836	AG600001 - AG700000	1846	AH600001 - AH700000	1856	AJ600001 - AJ700000
1837	AG700001 - AG800000	1847	AH700001 - AH800000	1857	AJ700001 - AJ800000
1838	AG800001 - AG900000	1848	AH800001 - AH900000	1858	AJ800001 - AJ900000
1839	AG900001 - AG1000000	1849	AH900001 - AH1000000	1859	AJ900001 - AJ1000000

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI

PAGE 2

DR.

OUR ORDER 2-0702-484
2-0700-484

YOUR ORDER

DATE OF SHIPMENT

TERMS: NET, F.O.B. N.Y.

0

MARKS

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI
PORT-AU-PRINCE,
HAITI
ATTN: SENIOR
SUB-MANAGER
MADE IN U.S.A.
(PRINTED MATTER
UNISSUED BANK NOTE
FORMS)
#180/1859

NET WEIGHT: 3,411 KILOS

GROSS WEIGHT: 4,350 KILOS

STEAMER: S.S. "METEOR"

VALUE: U.S.\$58,600.00 C.I.F. PORT-AU-PRINCE

AMERICAN BANK NOTE COMPANY

VICE PRESIDENT

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.

J. M. RODGERS CO., INC.

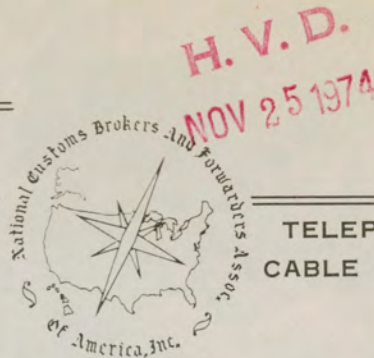
INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N. Y. 10048

F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD



DATE 11 14 74

AMERICAN BANK NOTE CO.
70 BROAD STREET
NEW YORK, N.Y. 10004

DESCRIPTION

AS PER OCEAN B/L.

ENTRY NO.	OUR REF. NO. 6217	YOUR REF. NO.	STEAMSHIP CO. ROYAL NETHERLANDS S/S
CARRIER METEOR	ARRIVED 10 31 74	BILL OF LADING NO. 136	PORT PORT-AU-PRINCE
IMPORTANT SUBJECT TO TERMS AND CONDITIONS OF SERVICE ON REVERSE SIDE	TRANSFER CHARGES PAID	1	
	SHIPPER'S COLLECTION AND REMITTANCE	2	
	DUTY DEPOSIT, SUBJECT TO LIQUIDATION	3	
	CUSTOMS ENTRY	4	
	ADD'L INVOICES AND CLASSIFICATIONS	5	
	IMMEDIATE DELIVERY PERMIT	6	
	BOND TO CUSTOMS, PREPARATION, SERVICE AND PREMIUM	7	
	DEPOSIT FOR MISSING DOCUMENTS, BONDS, CANCELLATIONS AND SERVICES	8	
	SERVICES - PLANT QUARANTINE, FOOD AND DRUG, BAI	9	
	REFORWARDING SERVICES	10	
	SPECIAL MESSENGER SERVICE	11	4.00
	POSTAGE AND PETTIES	12	3.00
	SPECIAL SERVICES AND EXPENSES	13	
	FREIGHT CHARGES - OCEAN/AIR	14	1,062.38
	INSURANCE AND PLACEMENT SERVICES	15	
	INLAND FREIGHT	16	
	COOPERAGE FOR CUSTOMS EXAMINATION AND MARKING	17	
	GENERAL ORDER WAREHOUSE CHARGES	18	
	DOCK / AIRPORT STORAGE CHARGES	19	
	CARTAGE AND SERVICES	20	
	LOADING AND UNLOADING	21	
	CONSULAR FEES INCLUDING VISA AND NOTARY	22	15.50
	PREPARATION OF CONSULAR DOCUMENTS	23	
	ARRANGING FOR CONSULAR CERTIFICATE AND CERTIFICATE OF ORIGIN	24	
	BANKING DOCUMENTATION	25	
	CABLES, TELEGRAMS AND TELEPHONE CHARGES	26	
	SERVICE FEE - FORWARDING, CLEARING AND/OR DOCUMENTATION	27	20.00
			\$ 1,104.88

IMPORTER MUST FURNISH
MISSING DOCUMENTS
WITHIN THE PERIOD OF
TIME AS REQUIRED BY
CUSTOMS REGULATIONS
TO AVOID CUSTOMS
PENALTIES.

TERMS AND CONDITIONS OF SERVICE (Please Read Carefully)

All shipments to or from the Customer, which term shall include the exporter, importer, sender, receiver, owner, consignor, consignee, transferor or transferee of the shipments, will be handled by J.M. Rodgers Co., Inc. (hereinafter called the "Company") on the following terms and conditions:

1. **Services by Third Parties.** Unless the Company carries, stores or otherwise physically handles the shipment, and the loss, damage, expense or delay occurs during such activity, the Company assumes no liability as a carrier and is not to be held responsible for any loss, damage, expense or delay to the goods to be forwarded or imported except as provided in paragraph 10 and subject to the limitations of paragraph 8 below, but undertakes only to use reasonable care in the selection of carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others to whom it may entrust the goods for transportation, cartage, handling and/or delivery and/or storage or otherwise. When the Company carries, stores or otherwise physically handles the shipment, it does so subject to the limitation of liability set forth in paragraph 8 below unless a separate bill of lading, air waybill or other contract of carriage is issued by the Company, in which event the terms thereof shall govern.

2. **Liability Limitations of Third Parties.** The Company is authorized to select and engage carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, as required, to transport, store, deal with and deliver the goods, all of whom shall be considered as the agents of the Customer, and the goods may be entrusted to such agencies subject to all conditions as to limitation of liability for loss, damage, expense or delay and to all rules, regulations, requirements and conditions, whether printed, written or stamped, appearing on bills of lading, receipts or tariffs issued by such carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others. The Company shall under no circumstances be liable for any loss, damage, expense or delay to the goods for any reason whatsoever when said goods are in custody, possession or control of third parties selected by the Company to forward, enter and clear, transport or render other services with respect to such goods.

3. **Choosing Routes or Agents.** Unless express instructions in writing are received from the Customer, the Company has complete freedom in choosing the means, route and procedure to be followed in the handling, transportation and delivery of the goods. Advice by the Company to the Customer that a particular person or firm has been selected to render services with respect to the goods shall not be construed to mean that the Company warrants or represents that such person or firm will render such services.

4. **Quotations Not Binding.** Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given by the Company to the Customer are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon the Company unless the Company in writing specifically undertakes the handling by transportation of the shipment at a specific rate.

5. **Duty to Furnish Information.** (a) On an import at a reasonable time prior to entering of the goods for U.S. Customs, the Customer shall furnish to the Company invoices in proper form and other documents necessary or useful in the preparation of the U.S. Customs entry and, also, such further information as may be sufficient to establish the dutiable value, the classification and admissibility pursuant to U.S. law or regulation. If the Customer fails in a timely manner to furnish such information or documents in whole or in part, as may be required to complete U.S. Customs entry, or if the information or documents furnished is inaccurate or incomplete, the Company and its agents shall be bound by and warrant the accuracy of all invoices, documents and information furnished to the Company by the Customer or its agent for export, entry or other purposes and the Customer agrees to indemnify and hold harmless the Company against any increased duty, penalty, fine or expense, including attorneys' fees, resulting from any inaccuracy or omission or any failure to make timely presentation, even if not due to any negligence of the Customer.

6. **Declaring Higher Valuation.** Inasmuch as truckers, carriers, warehousemen and others to whom the goods are entrusted usually limit their liability for loss or damage unless a higher value is declared and a charge based on such higher value is agreed to by said truckers, carriers, warehousemen and others, the Company must receive specific written instructions from the Customer to pay such higher value and the truckers, carriers, warehousemen and others must accept such higher declared value; otherwise the valuation placed by the Customer shall be considered solely for export or customs purposes and the goods will be delivered to the truckers, etc., subject to the limitation of liability set forth herein in paragraph 8 with respect to any claim against the Company and subject to the provisions of paragraph 2 above.

7. **Insurance.** The Company will make reasonable efforts to effect marine, fire theft and other insurance upon the goods only after specific written instructions have been received by the Company in sufficient time prior to shipment from point of origin, and the Customer at the same time states specifically the kind and amount of insurance to be placed. The Company does not undertake or warrant that such insurance can or will be placed. Unless the Customer has its own open marine policy and instructs the Company to effect insurance under such policy, insurance is to be effected with one or more insurance companies or other underwriters to be selected by the Company. Any insurance placed shall be governed by the certificate or policy issued and will only be effective when accepted by such insurance company or other underwriters. Should an insured dispute its liability for any reason, the insured shall have recourse against the insurer only and the Company shall not be under any responsibility or liability in relation thereto, notwithstanding that the premium upon the policy may not be at the same rates as that charged or paid to the Company by the Customer, or that the shipment was insured under a policy in the name of the Company. Insurance premiums and the charge of the Company for arranging the same shall be at the Customer's expense. If for any reason the goods are held in warehouse, or elsewhere, the same will not be covered by any insurance, unless the Company receives written instructions from the Customer. Unless specifically agreed in writing, the Company assumes no responsibility to effect insurance on any export or import shipment which it does not handle.

8. **Presenting Claims.** In no event shall the Company be liable for any act, omission or default by it in connection with an exportation or importation, unless a claim (transfer or be submitted to it at its office within one hundred (100) days from date of exportation or importation of the goods in a written statement to which such proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

9. **Liability of Company.** It is agreed that any claim or demand for loss, damage, expense or delay shall be only against the carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen or others in whose actual custody or control the goods may be at the time of such loss, damage, expense or delay, and that the Company shall not be liable or responsible for any claim or demand from any cause whatsoever, unless in such case the goods were in the actual custody or control of the Company and the damage or loss has been suffered or proven to be caused by the negligence or other fault of the Company, its officers or employees, in which event the limitation of liability set forth in paragraph 8 herein shall apply. The Company shall not in any circumstances be liable for damages arising from loss of profit.

10. **Advancing Money.** The Company shall not be obliged to incur any expense, guarantee payment or advance any money in connection with the importing, forwarding, transporting, insuring, storing or cooping of the goods, unless the same is previously provided to the Company by the Customer on demand. The Company shall be under no obligation to advance freight charges, customs duties or taxes on any shipment, nor shall any advance by the Company be construed as a waiver of the provisions hereof.

11. **Indemnification for Freight, Duties, etc.** In the event that a carrier, other person or any governmental agency makes a claim or institutes legal action against the Company for or on account of fines, penalties, liquidated damages or other money due arising from a shipment of goods of the Customer, the Customer agrees to indemnify and hold harmless the Company for any amount the Company may be required to pay such carrier, other person or governmental agency together with reasonable expenses, including attorney fees, incurred by the Company in connection with defending such claim or legal action and obtaining reimbursement from the Customer. The confiscation or detention of the goods by any governmental authority shall not affect or diminish the liability of the Customer to the Company to pay all charges or other money due promptly on demand.

12. **Sale of Perishable Goods.** Perishable goods or live animals to be exported or imported without any notice to the Customer, owner or consignee of the goods, and payment or tender of the proceeds of sale shall be equivalent to delivery. In the event that any shipment is refused or remains unclaimed at destination, or any transshipping point in the course of transit or it is returned for any reason, the Customer shall nevertheless pay the Company for all charges and expenses in connection therewith. Nothing herein contained shall obligate the Company to forward or enter or clear the goods or arrange for their disposal.

13. **C.O.D. Shipments.** Goods received with Customer's or other person's instructions to "Collect on Delivery" (C.O.D.) by drafts or otherwise, or to collect on any specified terms by time drafts or otherwise, are accepted by the Company only upon the express understanding that it will exercise reasonable care in the selection of a bank, correspondent, carrier or agent to whom it will send such item for collection, and the Company will not be responsible for any act, omission, default, suspension, insolvency or want of care, negligence, or fault of such bank, correspondent, carrier or agent, nor for any delay in remittance lost in exchange, or loss during transmission, or while in the course of collection.

14. **General Lien on Any Property.** The Company shall have a general lien on any and all property (and documents relating thereto) of the Customer, in its possession, custody or control or on route, for all claims for charges, expenses or advances incurred by the Company in connection with any shipments of the Customer and if such claim remains unsatisfied for thirty (30) days after demand for its payment is made, the Company may sell at public auction or private sale, upon ten (10) days written notice, registered mail (R.R.), to the Customer, the goods, wares and/or merchandise, or so much thereof as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the Company. Any surplus from such sale shall be transmitted to the Customer, and the Customer shall be liable for any deficiency in the sale.

15. **Compensation of Company.** The compensation of the Company for its services shall be included with and is in addition to the rates and charges of all carriers and other agencies selected by the Company to transport and deal with the goods and such compensation shall be exclusive of any brokerage, commissions, dividends or other revenue received by the Company from carriers, insurers and others in connection with the shipment. In any referral for collection or action against the Customer for monies due to the Company, upon recovery by the Company, the Customer shall pay the expenses of collection and/or litigation, including a reasonable attorney fee.

16. **Picking Up Shipments or Samples.** The Company shall not itself be obligated to pick up a shipment from a carrier or a sample from U.S. Customs. Should the Company render such a service for and on behalf of the Customer, the Company shall not be responsible for loss or damage to the shipment unless it is in the actual custody and control of the Company or its employee and the loss or damage is caused by the negligence or other fault of the Company or its employee, in which event the limitation of liability set forth in paragraph 8 herein shall apply.

17. **No Responsibility for Governmental Requirements.** It is the responsibility of the Customer to know and comply with the marking requirements of U.S. Customs, the regulations of the U.S. Food and Drug Administration and all other requirements of law or official regulations. The Company shall not be responsible for action taken or fines or penalties assessed by any governmental agency against the shipment because of the failure of the Customer to comply with the law or the requirements or regulations of any governmental agency or with a notification issued to the Customer by any such agency.

18. **Loss, Damage or Expense Due to Delay.** Unless the services to be performed by the Company on behalf of the Customer are unduly delayed by reason of the negligence or other fault of the Company, the Company shall not be responsible for any loss, damage or expense incurred by the Customer because of such delay. In the event the Company is at fault, as aforesaid, its liability is limited in accordance with the provisions of paragraph 8 above.

19. **Construction of Terms and Conditions.** Unless otherwise consented to in writing by the Company, no legal proceeding against the Company may be instituted by the Customer, its agent, or subrogee except in the City of New York.

APPROVED BY:
NATIONAL CUSTOMS BROKERS & FORWARDERS ASSOC. OF AMERICA, INC. - NEW YORK FOREIGN FREIGHT FORWARDERS & BROKERS ASSOC., INC. - CUSTOMS BROKERS & FORWARDERS ASSOC. OF MIAMI, INC. - SAN FRANCISCO CUSTOMS BROKERS ASSOC. - CUSTOMS BROKERS ASSOC. OF CHICAGO, INC. - BOSTON CUSTOMS BROKERS & INTERNATIONAL FORWARDERS ASSOC. - CUSTOMHOUSE BROKERS & INTERNATIONAL FREIGHT FORWARDERS ASSOC. OF WASHINGTON STATE - LOS ANGELES CUSTOMS & FREIGHT BROKERS ASSOC. - PHILADELPHIA CUSTOMS BROKERS ASSOC. - NORTHERN U.S. BORDER - BALTIMORE CUSTOMHOUSE BROKERS & FORWARDERS ASSOC. - DETROIT FREIGHT BROKERS - FORWARDERS & CUSTOMS BROKERS ASSOC. - NEW ORLEANS ASSOC. OF CUSTOMS BROKERS, INC. - COLUMBIA RIVER CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - FOREIGN FREIGHT FORWARDERS ASSOC. - COLUMBIA RIVER CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - INDEPENDENT FREIGHT FORWARDERS & BROKERS ASSOC. OF SAVANNAH, INC. - ASSOC. OF FORWARDING AGENTS & FOREIGN FREIGHT BROKERS OF MOBILE - CUSTOMS BROKERS & FREIGHT FORWARDERS ASSOC. OF CHARLESTON, S.C. INC. - EXPORT/IMPORT ASSOC. OF VIRGINIA

\$	15.70
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J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048



H.V.D. REF. #E6217-H

NOV 25 1974 F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD
TELEX. 12-8120

LETTER OF CORRECTION

CONSUL GENERAL OF HAITI

NOVEMBER 15, 1974

DEAR SIR:

WE REFER TO CONSULAR INVOICE, BILL LADING NO.136 LEGALIZED ON
NOVEMBER 7, 1974.

SHIPPER: AMERICAN BANK NOTE CO. NEW YORK USA

VALUE OF INVOICE: C.I.F. \$58,600.00

PER S.S. METEOR

DESTINATION: PORT AU PRINCE

CONSIGNEE: BANQUE NAT. DE LA REPUBLIQUE D HAITI, DEPARTMENT COMMERCIAL,
PORT AU PRINCE, HAITI

MARKS: BANQUE NATIONALE DE LA REPUBLIQUE D HAITI

PORT-AU-PRINCE HAITI, ATTN.SENIOR SUB-MGR.MADE IN USA

50 CASES PRINTED MATTER.

TO WHICH WE HAVE TO MAKE THE FOLLOWING CORRECTIONS:

WHERE IT READS

\$57,911.17

592.13

96.70

\$58,600.00

F.O.B. VALUE

OCEAN FREIGHT

INSURANCE

TOTAL AMOUNT OF INVOICE

IT SHOULD READ:

\$57440.92

1062.38

96.70

\$58600.00

WE ASK YOU KINDLY TO TAKE NOTICE OF THE ABOVE CORRECTIONS AND
TO NOTIFY THE CORRESPONDING AUTHORITY.

THANKING YOU VERY MUCH FOR YOUR KIND COOPERATION, WE ARE

RESPECTFULLY YOURS

J. M. RODGERS CO., INC. AGENTS FOR
AMERICAN BANK NOTE CO.

VU ET ENREGISTRE
LE CONSUL GENERAL D'HAITI
A NEW YORK

WILSON ALORESTAL



BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES) TO SHIPPER ATTN:

SHIPPER / EXPORTER AMERICAN BANK NOTE CO. 70 BROAD STREET, NEW YORK N.Y. 10004		DOCUMENT NO. H. V. D. E 6217 NOV 25 1974 AG 10/17/74 FMC-431
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI, DEPARTMENT COMMERCIAL, PORT -AU - PRINCE, HAITI. ATTN: SENIOR SUB MGR.		EXPORT REFERENCES J. M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF:
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.		FORWARDING AGENT - REFERENCES POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.
PIER FT 39 th STREET, BROOKLYN.		DOMESTIC ROUTING / EXPORT INSTRUCTIONS
EXPORTING CARRIER (VESSEL) METEOR SLG 10/31	PORT OF LOADING NEW YORK.	ONWARD INLAND ROUTING
PORT OF DISCHARGE PORT - AU - PRINCE	FOR TRANSHIPMENT TO	

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT - AU - PRINCE. HAITI ATTN: SENIOR SUG MGR. MADE IN USA PRINTED MATTER - UNISSUED BANK NOTE FORMS # 1810/1859 "United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."	50	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) OCT [REDACTED]	9600#	246.0 D

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as assigned by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

cu.	ft.	@	per 40 cu. ft.		
	"	"	"		
	"	"	"		
	"	"	"		
	"	"	"		
Lbs.	@		per 2000 lbs.		
	"	"	"		
	"	"	"		
	@				
	@				
	@				
TOTAL U.S. CURRENCY					

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

By _____

MO. DAY YEAR B/L NO.
10 31 74 138



ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.

WILLEMSTAD, CURACAO N.A.

AFF. KONINKLIJKE NEDERLANDSCHE STOOMBOOT-MAATSCHAPPIJ N.V.
AMSTERDAM, HOLLAND

Branch Office in the United States

ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES).

25 Broadway, NEW YORK

Head Office:

ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.

39 c Breedestraat, WILLEMSTAD, CURACAO N.A.

RECEIVED IN APPARENT GOOD ORDER AND CONDITION, UNLESS OTHERWISE INDICATED HEREIN FOR SHIPMENT WITH THE VESSEL NAMED HEREIN OR SUBSTITUTE, THE GOODS OR PACKAGES MENTIONED ON REVERSE SIDE (WEIGHT, MEASUREMENTS, MARKS, NUMBERS, CONTENTS, QUANTITY, QUALITY AND VALUE UPON SHIPPER'S STATEMENT AND UNKNOWN TO THE CARRIER) TO BE CARRIED TO THE PORT OF DISCHARGE NAMED ON THE REVERSE SIDE HEREOF, SUBJECT TO THE FOLLOWING CONDITIONS.

1. **Definitions.** In this bill of lading, the word "ship" shall include any substituted vessel, and any craft, lighter or other means of conveyance owned, chartered, operated or employed by the Carrier, subject to clause 22 hereof the word "Carrier" shall include the ship, her owner, operator, demise charterer, time charterer, master and any substituted Carrier, whether the owner, operator, charterer or master shall be acting as Carrier or bailee; the word "shipper" shall include the person named as such in the bill of lading and the person for whose account the goods are shipped; the word "consignee" shall include the holder of the bill of lading, properly endorsed, and the receiver and the owner of the goods; the word "charges" shall include freight and all expenses and money obligations incurred and payable by the goods, shipper, consignee, or any of them.

2. **Law of Application.** This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1924, which shall be deemed to be incorporated herein and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. The Carrier shall be entitled to the full benefit of the provisions of Section 424, to 428 inclusive of the Revised Statutes of the United States and amendments thereto, also in case the carrying ship is not chartered by demise but on time or voyage charter basis. This bill of lading shall be construed and the right of parties thereunder determined according to the law of the United States. If any term or condition contained in this Bill of Lading is proved to be repugnant to or inconsistent with any compulsory applicable Act or rule of law such term or condition shall be void to the extent of such repugnancy or inconsistency but no further.

3. **Jurisdiction.** All actions against the carrier, as carrier or otherwise, under or relating to the present contract, whether in personam or in rem, shall be brought before the Court where the Carrier has its principal place of business, even in case of connexity, plurality of defendants, summons for or in third party procedure and/or tort, and no other foreign Court shall have jurisdiction with regard to any such action unless the carrier appears to another jurisdiction or voluntarily submits himself thereto.

4. **Period of Responsibility.** The Carrier shall not be liable for loss or damage to the goods during the period before loading into and after discharge from the vessel however such loss or damage arises.

Goods in the custody of the Carrier or his agent before loading and after discharge whether being forwarded to or from the ship or whether awaiting shipment, whether landed or stored, or put into bulk or craft belonging to the Carrier or not, or pending transshipment at any stage of the whole transport, are in such custody at the sole risk of the consignee.

The words "loading" respectively "discharge" mean:
a. the moment when the tackle (whether or not belonging to the ship) loading the goods into or upon, respectively discharging the goods out of or from the seagoing ship is hooked on to lift the goods, respectively is unhooked;
b. for goods which are loaded, respectively discharged, by means of elevator, the moment when the goods leave respectively enter the shaft belonging to or connected with the elevator;

c. for goods which are loaded, respectively discharged, by means of grab or similar instrument, the moment when the goods are brought out of, respectively in, the grab (or similar instrument) in, respectively out of, the hold of space of the seagoing ship;
d. for any liquid cargo in bulk, the moment when the liquid cargo enters, respectively leaves, any pipe or tank belonging to the seagoing ship's equipment.

Each component part of the goods shipped or to be shipped under this Bill of Lading shall for the purpose of this clause be considered on its own.

5. **The voyage.** The scope of voyage herein contracted for shall include usual or customary or advertised ports of call whether named in the bill of lading or not, and all ports, geographical, usual or ordinary route or order, even though not proceeding thereto the ship may call beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route. The ship may call at any port for the purposes of the current voyage or of a prior or subsequent voyage. The ship may arrive calling at any port or ports whether scheduled or not, and may call at the same port more than once, may either with or without the goods on board, and before or after proceeding toward the port of discharge, adjust compasses, dry dock, go on ways or to repair yards, make repairs, stow, lash, take fuel or stores, remain in port, sail without pilots, and to be towed, and save or attempt to save life or property, and all of the foregoing are considered, in the contract of carriage.

6. In any situation whatsoever or whenever occurring and whether existing or anticipated before commencement of or during the voyage, which in the judgment of the Carrier or master is likely to give rise to capture, seizure, detention, damage, delay or disadvantage to or loss of the ship or any part of her cargo, or to make it unsafe, imprudent, or unlawful for any reason to proceed on or continue the voyage or to enter or discharge the goods at the port of discharge or the port of transshipment or the usual place of discharge in such ports, or to give rise to delay or difficulty in arriving, discharging at or leaving the port of discharge or the usual place of discharge in such ports, the Master, whether or not proceeding toward or entering or discharging the goods there, may, without giving any prior notice, discharge the goods into depot, lazaretto, craft, or other place and the goods shall be liable for any extra expense thereby incurred, or the master may proceed or return, directly or indirectly, to or stop at such port or place as he or she may deem fit, or the Carrier may consider safe or advisable under the circumstances and discharge the goods or any part thereof there without giving any prior notice and, when landed as hereinabove provided, the goods shall be at their own risk and expense, the delivery thereof by the Carrier shall be complete and the Carrier shall be freed from any further responsibility in respect thereof except to mail notice of the disposition of the goods directed to the shipper or consignee named in this bill of lading at such address as may be stated therein, or the master may retain the cargo on board until the return trip or until such time as he or the Carrier thinks advisable, or the master may forward the goods by any means by water or by land, or by both such means, at the risk and expense of the goods. For any services rendered to the goods as hereinabove provided, the Carrier shall be entitled to a reasonable extra compensation.

Another vessel may be substituted for the ship, without notice, whenever and wherever the Carrier deems it desirable, whether or not the substituted vessel be owned or operated by the Carrier, or arrives or departs or is scheduled to arrive or depart before or after the ship.

7. The Carrier, master and ship shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination, delivery or otherwise lawfully given by the government of any nation or department thereof or by the United Nations or any person acting or purporting to act with the authority of such government or of any department thereof, or by any committee or person having, under the terms of the war risk insurance on the ship, the right to give such orders or directions. This and any other discharge of the goods in accordance with such orders or directions shall be a fulfillment of the contract of carriage. The ship may carry contraband, explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed with or without convoy.

8. **Transshipment, forwarding etc.** Whenever the Carrier or master may deem it advisable or in any case where the goods are consigned to a point where the ship does not expect to discharge, the Carrier or master may, without notice, forward the whole or any part of the goods before or after the line, in the original port of shipment or any other place or places even though outside the scope of the voyage or the route to or from, or to any other place, by any vessel, craft, or other means, or by any other means of transportation by water or by land, or by both such means, whether operated by the Carrier or by others and whether departure or arrival is scheduled or to be made before or after the ship expected to be used for the transportation of the goods. This Carrier, in making arrangements for any transshipment or forwarding vessel or means of transportation not operated by this Carrier, shall be considered solely the forwarding agent of the shipper and without any other responsibility whatsoever.

All responsibilities of the carrier in any capacity shall altogether cease and the goods shall be deemed delivered by him and this contract of carriage shall be deemed fully performed on actual or constructive delivery of the goods to himself as such agent of the shipper and consignee or to any such person in connection with the port of discharge from ship or elsewhere in case of a carrier transshipment. This shipper and consignee shall be liable to this carrier for and shall indemnify him against all expense of forwarding and transshipping, including any increase in or additional freight or other charges whatsoever.

This carrier shall not be responsible for the acts, neglect, delay, or failure to act of anyone to whom the goods are entrusted or delivered for storage, handling, or any service incidental thereto.

9. The carriage by any transshipment or forwarding carrier and all transshipment or forwarding shall be subject to all the terms whatsoever in the regular terms of bill of lading, freight note, contract or other shipping document used at the time by such carrier, whether issued for the goods or not, and even though such terms may be less favorable to the shipper or consignee than the terms of this bill of lading and may contain more stringent requirements as to notice of claim or commencement of suit and may exempt the carrier from liability for negligence. The shipper expressly authorizes the Carrier to arrange with any such transshipping or forwarding carrier that the lowest valuation of the goods or limitation of liability contained in the bill of lading or shipping document of such carrier shall apply, even though lower than the valuation or limitation of liability of the goods in this bill of lading, and the shipper or consignee or at least at their risk and expense and the Carrier shall not be liable for detention.

The carrier or master, in the exercise of his discretion, may at any time, whether or not customary, and without notice require the goods to be lightered to or from the ship at the risk and expense of the goods and, in this event, the carrier or master may make arrangements for lightering or use of craft but, in so doing shall be considered solely as the agent of the shipper and consignee and without any responsibility whatsoever. The carrier shall not be responsible for the choice of condition, seaworthiness or manning of such lighter or craft nor for any loss or damage to the goods while on such lighter or craft or in the custody of the lightener. If the goods are lightered in or forwarded with lighter or craft operated or controlled by the carrier himself the carrier in any capacity whatsoever shall not be responsible for loss of or damage to or in connection with the goods, however caused, even in case of negligence, and may collect the cost thereof from shipper or consignee.

10. **Accuracy of Description of Goods.** The shipper, whether principal or agent, affirms and warrants that the goods are properly and fully described, marked, packed, secured and packed in adequate containers and can be handled in ordinary course without damage to the goods, ship, or property of persons and guarantees the correctness of the particulars, weight of each piece or package and description of the goods. If the weight of any article or package is incorrectly given or no weight is declared of an article or package exceeding 1 ton and in consequence thereof any loss or damage arises either to the article or package or to the ship or other property of the carrier or of others, or if any loss of life or personal injury is sustained by any person or persons, the shipper and owner of the cargo shall be deemed fully responsible for such loss or damage and shall indemnify the carrier against any claim of third parties. The carrier may at any time and for any purpose weigh, measure and value the goods and their packages and examine contents. The correctness of the marks, numbers, quantity, weight, measurement, contents, condition thereof, origin, nature, quality and value shall not be attributable to nor the responsibility of the carrier.

Without limiting the generality of the foregoing it is agreed that as the carrier has no reasonable means of checking the quantity or weight of goods shipped (including bulk and liquid cargo), the carrier does not represent that the quantity or weight of such goods as furnished by the shipper and appearing in this Bill of Lading is accurate.

11. **Liabilities.** The Carrier shall not be responsible for loss or damage to or destruction of bullion, jewelry, specie, precious stones or metals, bank notes, bonds or other negotiable documents or valuables until actually delivered on board the ship to the master or other officer in charge of the deck at the time and signed by him. Delivery must be taken on the ship's deck at port of discharge and the Carrier's responsibility shall thereupon cease.

12. **Deck cargo; Live Animals.** Goods may always be stowed on deck. Goods stowed in poop, forecastle, deckhouse, shelter deck, passenger space, store room, bunker space or any other covered-in space shall be deemed to be stowed under deck for all purposes, including General Average. Goods carried on deck and stowed herein to be so carried, and live animals are received, loaded, stowed, kept, carried, discharged and delivered solely at shipper's and consignee's risk and the carrier shall not be liable for loss thereof or damage thereto even though resulting from unseaworthiness or from lack of due diligence to make the vessel seaworthy or from any fault, negligence or omission of the carrier personally or of his servants, agents or subcontractors.

13. **Special Heating, Cooling and Ventilation.** The carrier does not undertake to carry any goods in refrigerated or specially cooled, air conditioned, heated or ventilated compartments, and shall not be liable for any loss or damage for failure to do so, unless such carriage is expressly stipulated for herein.

14. **Delay.** The carrier, as carrier or in any other capacity whatsoever, shall not be liable for loss or damage arising or resulting from delay, no matter what the cause thereof may be.

15. **Discharge and Delivery.** The carrier may commence discharge immediately on arrival of the ship without giving notice of arrival or discharge and may discharge the goods directly they come to hand at any wharf, craft or place that the carrier may select, and continuously Saturdays and holidays included, at all such hours by day or by night as the carrier may determine on matter what the state of the weather or custom of the port may be.

The consignee as soon as the goods are at disposal for removal, shall receive and take delivery from ship's tackle or elsewhere as required by the carrier, whether the goods are damaged, unmerchantable or have lost their identity in default, whereof the carrier may be held to his loss, send the goods to store, put them on lighters or other craft, or otherwise dispose of them, always at the risk of the consignee.

The carrier shall not be liable in any respect whatsoever if heat or refrigeration or special cooling or ventilating facilities shall be furnished during loading or discharge or any part of the time that the goods are upon the wharf, craft, or other loading or discharging place and the carrier does not undertake to furnish such facilities. The carrier may require the consignee to furnish lighters and other craft, cranes, depot, wharf and other facilities, to enable the ship to discharge as soon as she is ready and as fast as the master may require, and the goods shall be liable for all loss and expense resulting from any detention of the ship caused by consignee's delay and default, damages to be computed in the fore (United States currency) per net registered ton per running day specified in the applicable tariff of the carrier or on the face hereof.

Whether the goods are received or taken by customs or other authorities or by the operator of any lighter, dock, warehouse, elevator or other facility, whether selected by the carrier, shipper or consignee, and whether public or private, such authority or operator shall be considered as having received possession and delivery of the goods solely as agent of and on behalf of the shipper and consignee, at the risk and expense of the goods and subject to any lien of the carrier thereon.

16. **Consignment of Documents.** The carrier, in co-operation with the ship's checkers the ship's checking shall be accepted by the shipper and consignee as conclusive evidence.

17. **Required by the Carrier.** One signed bill of lading duly endorsed must be surrendered to the agent of the ship at the port of discharge in exchange for delivery order.

Goods that cannot be identified as to marks or numbers, cargo sweepings, liquid residue and any unclaimed goods not otherwise accounted for shall be allocated for completing delivery to the various consignees of goods of like character in proportion to any apparent shortage, but shall be subject to the carrier's right of disposal.

18. **Consignees or parties applying for their goods** are required to see that they get the right marks and numbers, and after the lighter, truckman, wharfman, or the party applying for the goods has signed for the same, the vessel and the carrier respectively are discharged from all responsibility for mis-delivery or non-delivery. The carrier shall not be responsible for failure to assort goods and to deliver goods separately in accordance with marks and numbers mentioned on the reverse side.

19. **The goods shall be liable for all expense of unloading, cooing, baling or reconditioning of the goods or packages and gathering of loose cargo or contents of packages, also for any payment, expense, fine, duty, tax, impost, loss, damage or detention sustained or incurred by or levied upon the Carrier of the ship in connection with the goods, however caused, including any action or requirement of any government or governmental authorities or person purporting to act under the authority thereof, seizure under legal process or attempted seizure, insurance or insufficient marking, numbering or addressing of packages or description of the contents, failure of the shipper or consignee to procure consular, Board of Health or other certificates to accompany the goods, failure to comply with laws or regulations of any kind imposed with respect to the goods by the authorities at any port or place, or any act or omission of the shipper or consignee.**

20. **Freight and other charges.** Freight shall be payable, at Carrier's option, on gross invoice weight or measurement, or gross discharge weight or measurement, or ad valorem basis, or package basis. Freight may be calculated on the basis of the particulars of the goods furnished by the shipper herein but the Carrier may at any time open the packages and examine, weight, measure and value the goods. In case shipper's particulars are found to be erroneous and additional freight is payable, the goods shall be liable also for any expense incurred for examining, weighing, measuring and valuing the goods. Full freight hereunder to port of discharge named herein shall be considered completely earned on receipt of the goods by the Carrier, whether the freight be stated or intended to be prepaid or to be collected at destination, and the Carrier shall be entitled to all freight and charges due hereunder, whether actually paid or not, and to receive and retain them unrevocably under all circumstances whatsoever ship and/or cargo lost or not or lost or voyage interrupted or abandoned. Full freight shall be paid whether the goods be damaged or lost, or packages be empty.

21. **Unpaid freight.** If the goods are lost or damaged or the voyage at the port of shipment or en route is interrupted or abandoned, the goods or any part thereof shall be at risk and expense of the goods. All unpaid charges shall be paid in full and without any offset, counterclaim or deduction in the currency of the country of the port of shipment, or at Carrier's option, in the currency of the port of discharge at the demand rate of New York exchange as quoted on the day of the ship's entry at the Custom House or her port of discharge.

The Carrier shall have a lien on the goods, which shall survive delivery, for all charges due hereunder and may enforce this lien by public or private sale and without notice, upon the goods or any part thereof and any other property belonging to the shipper or consignee which may be in the carrier's possession.

The shipper and consignee shall be jointly and severally liable to the Carrier for the payment of all charges and for the performance of the obligation of each of them under the terms of this bill of lading.

22. **Adjustment of Claims.** In case of any loss or damage to or in connection with goods exceeding in actual value \$1000 lawful money of the United States, per package or in case of goods not shipped in packages, per customary freight unit, the value of the goods shall be deemed to be \$1000 per package or per unit, on which basis the freight is calculated and the Carrier's liability, if any, shall be determined on the basis of a value of \$500 per package or per customary freight unit, unless the nature of the goods and a valuation higher than \$500 shall have been declared in writing by the shipper upon delivery to the Carrier and inserted in this bill of lading and extra freight paid or required and in such case if the actual value of the goods per package or per customary freight unit shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value. In view of the difficulty of ascertaining the exact market value at the port of destination, it is hereby agreed that the market value shall be deemed to be the invoice value, whether such invoice value shall be higher or lower than exact market value.

23. **Uninsured loss of or damage to and the general nature of such loss or damage** be given in writing to the Carrier or his agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage; such removal shall be prima facie evidence of the delivery by the Carrier of the goods as described in the bill of lading. If the loss or damage is not apparent the notice must be given within three days of the delivery.

In such event the Carrier and the ship shall be discharged from all liability in respect of loss of or damage to or in connection with the goods brought within one year after the delivery of the goods of the date when the goods should have been delivered.

24. **Liability of carrier.** If the carrying ship is not owned by the Company by whom this Bill of Lading is issued, this Bill shall take effect only as a contract with the Owner as principal made through the agency of the said Company who acts as agent and shall be under no personal liability whatsoever in respect thereof.

25. **General Average.** General Average will be adjusted and payable at New York or elsewhere at the option of the Carrier, according to the York-Antwerp Rules 1950 and as to matters not therein provided according to the laws and usages at the place of adjustment. General Average shall be prepared by average adjusters selected by the Carrier, said adjusters shall be subject to the settlement and collection of the average, subject to the customary charges.

General Average shall be adjusted in the currency or currencies at the option of the Carrier. The consignee is bound to sign before delivery of the cargo the General Average Bond in which the Carrier and the consignee are jointly and severally bound to the amount fixed by the Carrier as security for the contribution ultimately due, the Carrier not being bound to deliver the goods to the consignees unless such Bond has been signed and deposit has been paid. Cargo not shipped under a bill of lading not contributing to General Average.

All costs, sacrifices and expenditures, incurred in the event of stranding to bring the vessel afloat (including towage, salvage, expenses of the vessel and cargo were not in immediate or prospective peril, to be considered in General Average.

In the event of accident, danger, damage, or disaster, before or after commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if such salving ship or ships belonged to strangers. Such deposit as the Carrier or his agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, shippers, consignees or owners of the goods to the Carrier before delivery.

26. **Servants and Agents.** It is hereby expressly agreed that no servant or agent of the carrier (including every stevedore or other independent contractor from time to time employed by the Carrier) shall in any circumstances whatsoever be under any liability whatsoever in the Shipper, Consignee or Owner of the goods or to any holder of this Bill of Lading for any loss, damage or delay of whatsoever kind arising or resulting directly or indirectly from any act, neglect or default on his part while acting in the course of or in connection with his employment and, without prejudice to the generality of the foregoing provisions in this Clause, every exemption, limitation, condition and liberty herein contained and every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier or to which the Carrier is entitled hereunder shall also be available and shall extend to protect every such servant or agent of the Carrier acting as aforesaid and for the purpose of all the foregoing provisions of this Clause the Carrier is or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all persons who are or might be his servants or agents from time to time (including stevedores or other independent contractors as aforesaid) and all such persons shall to this extent be deemed to be parties to the contract in or evidenced by this Bill of Lading.

(continued on reverse side)

Form 7525-V
(Rev. JAN. 1, 1973)
(See Instructions on
Reverse Side)U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS—BUREAU OF INTERNATIONAL COMMERCE

SHIPPER'S EXPORT DECLARATION

OF SHIPMENTS FROM THE UNITED STATES

Export Shipments Are Subject To U. S. Customs Inspection

READ CAREFULLY THE INSTRUCTIONS ON BACK TO AVOID DELAY AT SHIPPING POINT

For shipments to foreign countries, where authentication of the Shipper's Export Declaration is required, the export declaration must be presented to and authenticated by Customs and a copy so authenticated delivered to the exporting carrier prior to exportation.

Declarations Should Be Typewritten Or Prepared In Ink

Form approved. Budget Bureau No. 41-R397.5.

CONFIDENTIAL — For use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. (Title 15, Sec. 30.91(a) C.F.R.; Sec. 7(c) Export Administration Act of 1969, P.L. 91-184)

Customs Authentication (For Customs use only.)

H. V. D.

NOV 25 1974

FILE NO. (For Customs use only.)

Do Not Use This Area

District

Port

Country (For customs
use only)

1. FROM (U. S. Port of Export)

2. METHOD OF TRANSPORTATION (check one):

☐ Vessel
(incl. ferry)☐ Air☐ Other (Specify) _____

2a. EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline.)

3. EXPORTER (Principal or seller—licensee)

AMERICAN BANK NOTE COMPANY,

ADDRESS (Number, street, place, state)

70 BROAD STREET. NEW YORK, N. Y. 10004

4. AGENT OF EXPORTER (Forwarding agent)

SAME

ADDRESS (Number, street, place, state)

SAME

5. ULTIMATE CONSIGNEE

ADDRESS (Place, country)

6. INTERMEDIATE CONSIGNEE

SAME

ADDRESS (Place, country)

SAME

7. FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

PORT-AU-PRINCE

8. PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment.)

PORT-AU-PRINCE, HAITI

MARKS AND NOS.

NUMBER AND KIND OF PACKAGES, DESCRIPTION OF
COMMODITIES, EXPORT LICENSE NUMBER,
EXPIRATION DATE (OR GENERAL LICENSE SYMBOL)
(Describe commodities in sufficient detail to permit
verification of the Schedule B commodity numbers assigned.
Do not use general terms.
Insert required license information on line
below description of each item)SHIPPING (Gross)
WEIGHT IN POUNDS*
(required for vessel
and air shipments
only)SPECIFY "D" OR
"F" *SCHEDULE B
COMMODITY No.NET QUANTITY
IN SCHEDULE B UNITS
(State unit)VALUE AT U. S. PORT
OF EXPORT
(Selling price or cost if
not sold, including in-
land freight, insur-
ance and other charges
to U. S. port of export)
(Nearest whole dollar;
omit cents figures)

(9)

(10)

(11)

(12)

(13)

(14)

(15)

50 CASES PRINTED MATTER

9600

D

892,9850

7520 LBS.

\$58,600

LICENSE NO. G-DEST

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI
ATTN: SENIOR SUB-MGR.
MADE IN U.S.A.
(PRINTED MATTER - UNISSUED
BANK NOTE FORMS)
#1810/1859

These commodities licensed by the U. S. for ultimate destination.....Diversion contrary to U. S. law prohibited.

16. WAYBILL OR MANIFEST No. (of Exporting Carrier)

17. DATE OF EXPORTATION (Not required for shipments by
vessel)

18. THE UNDERSIGNED HEREBY AUTHORIZES

J.M. RODGERS CO., INC., CUSTOMS BROKERS, NEW YORK, N.Y.

TO ACT AS FORWARDING AGENT FOR EXPORT CONTROL AND CUSTOMS PURPOSES.

(Name and address—Number, street, place, State)

EXPORTER AMERICAN BANK NOTE COMPANY

(DULY AUTHORIZED
BY OFFICER OR EMPLOYEE)19. I CERTIFY THAT ALL STATEMENTS MADE AND ALL INFORMATION CONTAINED IN THIS EXPORT DECLARATION ARE TRUE AND CORRECT. I AM
AWARE OF THE PENALTIES PROVIDED FOR FALSE REPRESENTATION. (See Paragraphs I (c), (e), on reverse side.)Signature _____
(Duly authorized officer or employee of exporter or named
forwarding agent)For AMERICAN BANK NOTE COMPANY - Special Att'y
(Name of corporation or firm, and capacity of signer; e.g., secretary,
export manager, etc.)

Address 70 BROAD STREET, NEW YORK, N. Y. 10004

Declaration should be made by duly authorized officer or employee of exporter or of forwarding agent
named by exporter.

Do Not Use This Area

*If shipping weight is not available for each Schedule B item listed in column (13) included in one
or more packages, insert the approximate gross weight for each Schedule B item. The total of these
estimated weights should equal the actual weight of the entire package or packages.*Designate foreign merchandise (reexports) with an "F" and exports of domestic merchandise pro-
duced in the United States or changed in condition in the United States with a "D." (See Instructions
on reverse side.)All copies of the export declaration, bill of lading, and commercial invoice must show a destination
control statement, when required. (See Department of Commerce Export Control Regulations.)

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V must not be filed for merchandise shipped intransit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for In-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph I (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the port of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried abroad each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify; i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications should be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Specify whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation, are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction VII (a) below.)

Column 14. - Insert the net quantity in Schedule B unit. State the unit of quantity shown; i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

IV. FOREIGN TRADE STATISTICS REGULATIONS - EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

DOCK RECEIPT

SHIPPER/EXPORTER

AMERICAN BANK NOTE CO.
70 BROAD STREET,
NEW YORK N.Y. 10004

DOCUMENT NO.

DOCK RECEIPT TO SHIPPER ATTN:

DON WOOSTER.
EXPORT REFERENCES

H.V.D.

E 6217

NOV 25 1974 AG 10/17/74

CONSIGNEE

BANQUE NATIONALE DE LA REPUBLIQUE
D' HAITI, DEPARTMENT COMMERCIAL,
PORT -AU - PRINCE, HAITI.
ATTN: SENIOR SUB MGR.

FORWARDING AGENT - REFERENCES

J.M. RODGERS CO., INC.
ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK N.Y. 10049

FMC-431

POINT AND COUNTRY OF ORIGIN

REF:

NEW YORK U.S.A.

NOTIFY PARTY

DOMESTIC ROUTING/EXPORT INSTRUCTIONS

SAME AS ABOVE.

PIER OR AIRPORT

FT 39 th STREET, BROOKLYN.

EXPORTING CARRIER (Vessel/Airline)

PORT OF LOADING

METEOR SLG 10/31

NEW YORK.

ONWARD INLAND ROUTING

SEA PORT OF DISCHARGE

FOR TRANSSHIPMENT TO

PORT - AU - PRINCE.

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT - AU - PRINCE. HAITI ATTN: SENIOR SUG MGR. MADE IN USA PRINTED MATTER - UNISSUED BANK NOTE FORMS # 1810/1859	50	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) OCEAN FREIGHT PREPAID.	9600#	246.0 D
<p>NOTE-SEE DOCK BOSS</p> <p>LOCKER CARGO</p>				

"United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."

DELIVERED BY:

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

LIGHTER
TRUCK

ARRIVED- DATE TIME

UNLOADED-DATE TIME

CHECKED BY

PLACED IN SHIP ON DOCK LOCATION

FOR THE MASTER

BY

RECEIVING CLERK

DATE

502

WHSE NO. 0846

ONLY CLEAN DOCK RECEIPT ACCEPTED.

2183

Started Date
Finished Date
Location

SHIPPERS ARE REQUIRED TO FILL OUT AS BELOW

INSTRUCTIONS TO CARRIER

SHIPPER/EXPORTER AMERICAN BANK NOTE CO. 70 NASSAU STREET, NEW YORK, N.Y. 10004		DOCUMENT NO. DUCK RECEIPT TO SHIPPER ATTN: DON WOOSTER.	
		EXPORT REFERENCES H. V. D. E 6217 NOV 25 1974 AG 10/17/74	
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI, DEPARTMENT COMMERCIAL, PORT -AU - PRINCE, HAITI. ATTN: SENIOR SUB MGR.		FORWARDING AGENT - REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10043 REF: FROM-43	
NOTIFY PARTY SAME AS ABOVE.		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
PIER OR AIRPORT FT 39 th STREET, BROOKLYN.		DOMESTIC ROUTING/EXPORT INSTRUCTIONS	
EXPORTING CARRIER (Vessel/Airline) METEOR SLG 10/31	PORT OF LOADING NEW YORK.	ONWARD INLAND ROUTING	
AREA PORT OF DISCHARGE PORT - AU - PRINCE.	FOR TRANSSHIPMENT TO		

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT - AU - PRINCE. HAITI ATTN: SENIOR SUG MGR. MADE IN USA PRINTED MATTER - UNISSUED BANK NOTE FORMS # 1810/1859	50	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) OCEAN FREIGHT PREPAID.	9600#	246.0
"United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Radesia, unless otherwise authorized by the United States."				

IMPORTANT:

☒ DO NOT LOAD ON VESSEL IF RECEIVED SHORT OR WITH EXCEPTIONS—IN EITHER CASE NOTIFY US IMMEDIATELY.

☒ ON BOARD B/L REQUIRED DATED NO LATER THAN _____.

☐ _____ SIGNED & _____ UNSIGNED NON-NEGOTIABLE COPIES REQUIRED.

☒ SPECIAL INSTRUCTIONS: 10 /30 ONLY , IS THE LATEST DELIVERY.

FORM 510

APPERSON BUSINESS FORMS, INC. - LOS ANGELES - NEW YORK

WHSE NO. 0921

HECTOR LUCIANO.

EXPORT DEPARTMENT

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665

NEW YORK, N.Y. 10048

H. V. D.

NOV 25 1974 F.M.C. 431



TELEPHONE (212) 432-9191

CABLE ADDRESS JONMAROD

FORWARDING INSTRUCTIONS

From AMERICAN BANK NOTE COMPANY

Address 70 BROAD ST., N.Y.C. 10004

Date OCT. 16, 1974

Our Reference No. 2-0702-484 & 2-0700-484

MARKS & NOS.	NO. AND KIND OF PACKAGES	CONTENTS	GROSS WEIGHT	NET WEIGHT	MEASUREMENT
BANQUE NATIONAL DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE, HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - UNISSUED BANK NOTE FORMS) #1810/1859		50 WOODEN CASES - INCOMPLETE PRINTED MATTER BANK NOTE FORMS 20 CASES - 29 X 16 1/2 X 15 30 CASES - 28 X 22 X 14 3/4	9600	7520LBS.	246 CFT
EITHER ONE OF THESE CLAUSES MUST APPEAR ON YOUR INVOICES:		THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION..... DIVERSION CONTRARY TO U.S. LAW PROHIBITED.	United States Law prohibits disposition of these commodities to the Soviet Bloc, Communist China, North Korea, Macao, Hong Kong, Communist Controlled areas of Viet Nam and Laos and Cuba unless otherwise authorized by the United States.		

SCHEDULE B COMMODITY NO.

SPECIFY
A or B

GENERAL LICENSE (S. DEST.)
A)

EXPORT LICENSE NO.
B)

MAKE BILLS OF LADING
IN THE NAME OF

ALL CHARGES TO US

AS SHIPPER

CONSIGN TO ORDER OF

ULTIMATE CONSIGNEE (FULL NAME AND ADDRESS)
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI - ATTN: SENIOR SUB. MGR.

PORT OF DISCHARGE
PORT-AU-PRINCE

VALUE FOR CUSTOMS PURPOSES
\$58,600.

INLAND FREIGHT TO BE PAID BY:

CARTAGE TO STEAMER TO BE PAID BY:

YOUR SERVICES TO BE PAID BY:

INSURANCE EFFECTED BY

☐ US ☐ CONSIGNEE

OCEAN FREIGHT TO BE PAID BY:

CONSUL FEES AND BLANKS TO BE PAID BY:

EFFECT INSURANCE FOR:

PREMIUM TO BE PAID BY:

\$

COLLECT

FOR OUR
ACCOUNT

AMOUNT

\$

METHOD OF COLLECTION

☐ C.O.D.

☐ S/D

☐ L/C

(ORIG. OR EXACT COPY OF L/C MUST ACCOMPANY THESE)
INSTRUCTIONS

NAME OF BANK FOR COLLECTION

☐ OPEN ACCOUNT

ORIGINAL DOCUMENTS TO:

TO US & 1 COPY OF N/N/ B/L

MAIL

NON-NEGOTIABLE COPIES TO:

SPECIAL INSTRUCTIONS OUR TRUCK WILL DELIVER TO PIER ON _____ AT TIME DESIGNATED BY
YOU. SHIPMENT WILL BE OFFLOADED IMMEDIATELY INTO A CONTAINER, SAID CONTAINER TO
BE SEALED AND IMMEDIATELY PUT ON BOARD THE SHIP. ADVISE DAYH TO DELIVER TO PIER
AND ADVISE SAILING DATE AND SHIP YOU HAVE BOOKED THIS ON. YOU COMPLETE CONSULAR
ENCLOSURES: FORMS.

EXPORT DECLARATION

We hereby authorize you to sign and endorse all documents in connection with this shipment.

The above is a correct declaration and should the shipment for any cause be refused or returned, we agree to pay any and all charges incurred.

Claims for loss or damage to packages or contents waived unless insured.

Yours truly,

AMERICAN BANK NOTE COMPANY

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665

NEW YORK, N.Y. 10048



REF#E6217-H

H. V. D.

F.M.C. 431

TELEPHONE (212) 432-9191

CABLE ADDRESS JONMAROD

TELEX. 12-8120

LETTER OF CORRECTION

CONSUL GENERAL OF HAITI



NOVEMBER 15, 1974

DEAR SIR:

WE REFER TO CONSULAR INVOICE, BILL LADING NO.136 LEGALIZED ON NOVEMBER 7, 1974.

SHIPPER: AMERICAN BANK NOTE CO. NEW YORK USA

VALUE OF INVOICE: C.I.F. \$58,600.00

PER S.S. METEOR

DESTINATION: PORT AU PRINCE

CONSIGNEE: BANQUE NAT. DE LA REPUBLIQUE D HAITI, DEPARTMENT COMMERCIAL, PORT AU PRINCE, HAITI

MARKS: BANQUE NATIONALE DE LA REPUBLIQUE D HAITI

PORT-AU-PRINCE HAITI, ATTN: SENIOR SUB-MGR. MADE IN USA

50 CASES PRINTED MATTER.

TO WHICH WE HAVE TO MAKE THE FOLLOWING CORRECTIONS:

WHERE IT READS

\$57,911.17

592.13

96.70

\$58,600.00

F.O.B. VALUE

OCEAN FREIGHT

INSURANCE

TOTAL AMOUNT OF INVOICE

IT SHOULD READ:

\$57440.92

1062.38

96.70

\$58600.00

WE ASK YOU KINDLY TO TAKE NOTICE OF THE ABOVE CORRECTIONS AND TO NOTIFY THE CORRESPONDING AUTHORITY.

THANKING YOU VERY MUCH FOR YOUR KIND COOPERATION, WE ARE

RESPECTFULLY YOURS

J. M. RODGERS CO. INC. AGENTS FOR

AMERICAN BANK NOTE CO.

VU ET ENREGISTRE

LE CONSUL GENERAL D HAITI

PORT AU PRINCE



48

Ecl Rodgers

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES) TO SHIPPER ATTEN:

SHIPPER / EXPORTER BANK NOTE CO. 70 BROAD STREET, NEW YORK N.Y. 10004		DOCUMENT NO. WOOSTER,	
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI, DEPARTMENT COMMERCIAL, PORT -AU - PRINCE, HAITI. ATTN: SENIOR SUB MGR.		EXPORT REFERENCES E 6217 H. V. D. AG 10/17/74 NOV 25 1974	
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.		FORWARDING AGENT REFERENCES J. M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF:	
PIER FT 39 th STREET, BROOKLYN.		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
EXPORTING CARRIER (VESSEL) METEOR SLG 10/31		DOMESTIC ROUTING / EXPORT INSTRUCTIONS	
PORT OF DISCHARGE PORT - AU - PRINCE		ONWARD INLAND ROUTING	
PORT OF LOADING NEW YORK.		FOR TRANSHIPMENT TO	

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT - AU - PRINCE. HAITI ATTN: SENIOR SUB MGR. MADE IN USA PRINTED MATTER - UNISSUED BANK NOTE FORMS # 1810/1859 "United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."	50	LICENSE G-DIST WOODEN CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) OCEAN	9600#	246.0

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

246 cu. ft. @ 82 -	per 40 cu. ft.	504.30
BUREAU	"	36.90
\$6.00	"	541.20
2000 Lbs. @	per 2000 lbs.	28.11
WHARFAGE \$4.57 per 40 cft. or \$4.00 per 2000		12.30
ADDITIONAL		10.52
SURCHARGE \$1.76 per 40 cft. or \$1.50 per 2000		592.13
TOTAL U.S. CURRENCY		

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

FOR THE MASTER
 ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK.

MO. DAY YEAR B/L NO.

By

EXEMPTION

FACTURE CONSULAIRE

CONSULAT DE LA



REPUBLIQUE D'HAITI

000051

CONSULAR INVOICE

NOV 25 1974 136
B. L. No.

Marks (Marques) and Country of Origin	Merchandise Shipped on the S.S.: "METEOR" on 10/31/74 Nationality - Name (nom) Marchandises expédiées sur le SS. Sailing from the Port of NEW YORK, USA for PORT AU PRINCE, Haiti Partant du port de Name and Address of Shipper AMERICAN BANK NOTE CO., NEW YORK, USA Nom et adresse de l'expéditeur Consigned to order of BANQUE NAT. DE LA REPUBLIQUE, PORT AU PRINCE, HAITI Consignées à l'ordre de D'HAITI, DEPARTMENT COMMERCIAL, Haiti Notify Notifier SAME of de PORT AU PRINCE,
--	--

MADE IN USA

Numbers Numéros	Number of pieces Nombre de colis	Nature of Packing Nature de l'emballage	Denomination and Details of Each Article (Quantity, Quality, Measure, Yardage, etc.) in Terms of the Haitian Tariff. Dénomination et détails de chaque article (quantité, qualité, mesure, yardage, etc.) dans les termes du Tarif Haïtien.	Weights in Poids en KILOS		Values in U.S. Currency Valeur en Monnaie des E.U.
				Gross Brut	Net Net	
1810/859	50	CASES	"PRINTED MATTER." (INCOMPLETE BANK NOTE FORMS) <div>rp. Export Messenger Service One World Trade Center SUITE 2509 NEW YORK, N. Y. 10048 432</div>	4350	3411	\$57,911.17

ORIGINAL

VO ET ENREGISTRE
LE GÉNÉRAL D'HAITI
A NEW YORK

WILSON FLORESTAL

NEW YORK, N.Y. 10048

We affirm that this invoice is a correct and faithful expression of the truth, J'affirme que cette facture est l'expression sincère et fidèle de la vérité, that it corresponds in every particular with our books, and that neither the qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle, usual designation, nor the weights, nor the quantity or quality, nor the value ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles and origin named therein are in any way altered, and are thereof exactly the qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que same than those appeared on our Export Declaration No. submitted to the U. S. Custom House. of (date) ceux accusés sur ma déclaration No. soumise à la Douane des Etats-Unis. du

NEW YORK, USA NOV. 7 19 74

J.M. ROGERS CO., INC For Account of

Name of forwarding agent, broker or commissioner, etc.

Shippers AMERICAN BANK NOTE CO

Expéditeurs

Per: Signature

NOTE:—In all cases where the merchandise is taxed at net weight, the weight to be taxed of said merchandise will include all interior or immediate packing, including the paste board boxes or objects made of paste board, not subject to a higher tax. (Article 29, Law of July 26, 1926.)

Dans tous les cas où les marchandises sont taxées au poids net, le poids imposable des dites marchandises comprendra tous les emballages antérieurs ou immédiats, y compris les cartons ou objets en carton, non soumis à un droit plus élevé (Article 29, loi du 26 Juillet, 1926.)

Value of merchandise —	\$57,911.17
Valeur des marchandises	
Packing (if not included in the value of the merchandise)	
Emballage (s'il n'est pas compris dans la valeur des marchandises)	
Inland Freight, Bill of Lading, Wharfage and Trucking Charges	
Frêt et frais du connaissement, embarquement et camionnage.	\$57,911.17
Total F. O. B. Value —	
Brokerage fees	
Commission d'achat	
Interest	
Intérêts	
Export Duties paid at Port of Origin	
Droits d'exportation acquittés au port d'origine	
Ocean Freight and Bill of Lading Expenses (including	592.13
embarking and disembarking)	
Frêt et frais du connaissement, embarquement et débarquement	96.70
compris	
Insurance	
Assurance	
*2% of F O B value \$	FREE
Consular fees:	
Stamp on Inv. (\$1.20)	
Droits consulaires:	
B/L visa (\$2.00)	
Stamp on B/L (\$1.20)	
Other expenses	
Autres frais	
Total amount of invoice	\$58,600.00
Montant total de la facture	

ARRANGEMENT OF DOCUMENTS:

3 Consular Invoices and 3 Original Bills of lading clipped or stapled together, the invoice on top.

To each of the remaining Consular invoices a copy of signed B/L must be stapled and the whole set clipped together.

CONSULAR INVOICE FEES

*For any merchandise being shipped by boat to Haiti and whose value FOB is inferior to \$200.00 — the fee is \$3.00 plus B/L visa and Stamps 7.40

Over \$200.00 — the fee is 2% on the value FOB plus B/L visa and Stamps

Visa for Certificate of Origin \$2.00 plus Stamps \$1.20 3.20

Visa for Commercial Invoice if requested \$2.00 plus Stamp \$1.20 3.20

ADDITIONAL FEES:

Visa on Consular Invoice requested after 4 p. m. 2.00*

Visa on Consular Invoice requested on holidays 4.00*

Ed Rogers



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

NOVEMBER 11, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

DR.

OUR
ORDER 2-0702-484
2-0700-484

YOUR
ORDER

DATE OF
SHIPMENT

TERMS: NET.
F.O.B. N.Y.

TWENTY (20) CASES, CONTAINING:

1,000,000 NOTES, 5 GOURDES, NOS. S000001 - S1000000

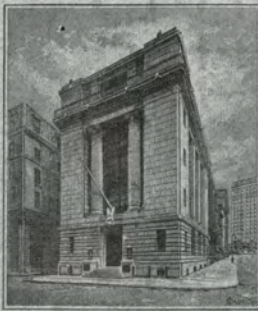
CASE NO.	NUMBERS	CASE NO.	NUMBERS	CASE NO.	NUMBERS
1910	S000001 - S050000	1917	S350001 - S400000	1924	S700001 - S750000
1911	S050001 - S100000	1918	S400001 - S450000	1925	S750001 - S800000
1912	S100001 - S150000	1919	S450001 - S500000	1926	S800001 - S850000
1913	S150001 - S200000	1920	S500001 - S550000	1927	S850001 - S900000
1914	S200001 - S250000	1921	S550001 - S600000	1928	S900001 - S950000
1915	S250001 - S300000	1922	S600001 - S650000	1929	S950001 - S1000000
1916	S300001 - S350000	1923	S650001 - S700000		

THIRTY (30) CASES, CONTAINING:

3,000,000 NOTES, 1 GOURDE, NOS. AN 000001 - AN 1000000
AP 000001 - AP 1000000
AQ 000001 - AQ 1000000

CASE NO.	NUMBERS	CASE NO.	NUMBERS	CASE NO.	NUMBERS
1930	AN000001 - AN100000	1940	AP000001 - AP100000	1950	AQ000001 - AQ100000
1931	AN100001 - AN200000	1941	AP100001 - AP200000	1951	AQ100001 - AQ200000
1932	AN200001 - AN300000	1942	AP200001 - AP300000	1952	AQ200001 - AQ300000
1933	AN300001 - AN400000	1943	AP300001 - AP400000	1953	AQ300001 - AQ400000
1934	AN400001 - AN500000	1944	AP400001 - AP500000	1954	AQ400001 - AQ500000
1935	AN500001 - AN600000	1945	AP500001 - AP600000	1955	AQ500001 - AQ600000
1936	AN600001 - AN700000	1946	AP600001 - AP700000	1956	AQ600001 - AQ700000
1937	AN700001 - AN800000	1947	AP700001 - AP800000	1957	AQ700001 - AQ800000
1938	AN800001 - AN900000	1948	AP800001 - AP900000	1958	AQ800001 - AQ900000
1939	AN900001 - AN1000000	1949	AP900001 - AP1000000	1959	AQ900001 - AQ1000000

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

NOVEMBER 11, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI

PAGE 2

Dr.

OUR
ORDER

2-0702-4848
2-0700-484

YOUR
ORDER

DATE OF
SHIPMENT

TERMS: (NET,
F.O.B.N.Y.)

MARKS

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI
PORT-AU-PRINCE,
HAITI

ATTN: SENIOR SUB-MANAGER
MADE IN U.S.A.
(PRINTED MATTER
UNISSUED BANK NOTE FORMS)
#1910/1959

NET WEIGHT: 3,400 KILOS

GROSS WEIGHT: 4,350 KILOS

STEAMER: S.S. "METEOR"

VALUE: U.S.\$55,576.40 C.I.F. PORT-AU-
PRINCE

AMERICAN BANK NOTE COMPANY

VICE PRESIDENT

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.

Form 7925-V
(Rev. JAN. 1, 1973)
(See Instructions on
Reverse Side)U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS—BUREAU OF INTERNATIONAL COMMERCE

SHIPPER'S EXPORT DECLARATION

OF SHIPMENTS FROM THE UNITED STATES

Export Shipments Are Subject To U. S. Customs Inspection

READ CAREFULLY THE INSTRUCTIONS ON BACK TO AVOID DELAY AT SHIPPING POINT

For shipments to foreign countries, where authentication of the Shipper's Export Declaration is required, the export declaration must be presented to and authenticated by Customs and a copy so authenticated delivered to the exporting carrier prior to exportation.

Declarations Should Be Typewritten Or Prepared In Ink

Form approved. Budget Bureau No. 41-R397.5.

CONFIDENTIAL — For use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. (Title 15, Sec. 30.91(a) C.F.R.; Sec. 7(c) Export Administration Act of 1969, P.L. 91-184)

Customs Authentication (For Customs use only.)

H. V. D.
NOV 25 1974

FILE NO. (For Customs use only.)

Do Not Use This Area

District Port Country (For customs use only)

1. FROM (U. S. Port of Export) 2. METHOD OF TRANSPORTATION (check one):

☐ Vessel (incl. ferry) ☐ Air ☐ Other (Specify) _____

2a. EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline.)

3. EXPORTER (Principal or seller—licensee)

AMERICAN BANK NOTE COMPANY,

ADDRESS (Number, street, place, state)

70 BROAD STREET, NEW YORK, N. Y. 10004

4. AGENT OF EXPORTER (Forwarding agent)

SAME

ADDRESS (Number, street, place, state)

SAME

5. ULTIMATE CONSIGNEE

ADDRESS (Place, country)

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT-AU-PRINCE

6. INTERMEDIATE CONSIGNEE

ADDRESS (Place, country)

HAITI, ATTN: SENIOR-SUB-MGR.

SAME

SAME

FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

PORT-AU-PRINCE

8. PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment.)

PORT-AU-PRINCE, HAITI

MARKS AND NOS.	NUMBER AND KIND OF PACKAGES, DESCRIPTION OF COMMODITIES, EXPORT LICENSE NUMBER, EXPIRATION DATE (OR GENERAL LICENSE SYMBOL) (Describe commodities in sufficient detail to permit verification of the Schedule B commodity numbers assigned. Do not use general terms. Insert required license information on line below description of each item)	SHIPPING (Gross) WEIGHT IN POUNDS* (required for vessel and air shipments only)	SPECIFY "D" OR "F" 8	SCHEDULE B COMMODITY No.	NET QUANTITY IN SCHEDULE B UNITS (State unit)	VALUE AT U. S. PORT OF EXPORT (Selling price or cost if not sold, including inland freight, insurance and other charges to U. S. port of export) (Nearest whole dollar; omit cents figures)
(9)	(10)	(11)	(12)	(13)	(14)	(15)
	50 CASES PRINTED MATTER LICENSE NO. G-DEST	9600	D	892,9850	7520 LBS.	\$55576.
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - UNISSUED BANK NOTE FORMS) #1910/1959						

These commodities licensed by the U. S. for ultimate destination..... Diversion contrary to U. S. law prohibited.

16. WAYBILL OR MANIFEST No. (of Exporting Carrier)

17. DATE OF EXPORTATION (Not required for shipments by vessel)

18. THE UNDERSIGNED HEREBY AUTHORIZES J.M. RODGERS CO., INC., CUSTOMS BROKERS, NEW YORK, N.Y.

TO ACT AS FORWARDING AGENT FOR EXPORT CONTROL AND CUSTOMS PURPOSES.

(Name and address—Number, street, place, State)

EXPORTER AMERICAN BANK NOTE COMPANY

(DULY AUTHORIZED
BY OFFICER OR EMPLOYEE)

19. I CERTIFY THAT ALL STATEMENTS MADE AND ALL INFORMATION CONTAINED IN THIS EXPORT DECLARATION ARE TRUE AND CORRECT. I AM AWARE OF THE PENALTIES PROVIDED FOR FALSE REPRESENTATION. (See Paragraphs I (c), (e), on reverse side.)

Signature

(Duly authorized officer or employee of exporter or named forwarding agent)

For AMERICAN BANK NOTE COMPANY - Special Att'y

(Name of corporation or firm, and capacity of signer; e.g., secretary, export manager, etc.)

Address 70 BROAD STREET, NEW YORK, N. Y. 10004

Declaration should be made by duly authorized officer or employee of exporter or of forwarding agent named by exporter.

*If shipping weight is not available for each Schedule B item listed in column (13) included in one or more packages, insert the approximate gross weight for each Schedule B item. The total of these estimated weights should equal the actual weight of the entire package or packages.

bDesignate foreign merchandise (reexports) with an "F" and exports of domestic merchandise produced in the United States or changed in condition in the United States with a "D." (See instructions on reverse side.)

All copies of the export declaration, bill of lading, and commercial invoice must show a destination control statement, when required. (See Department of Commerce Export Control Regulations.)

Do Not Use This Area

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V should not be filed for merchandise shipped intransit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for in-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph I (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the port of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried abroad each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify; i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications should be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Specify whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation, are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction VII (a) below.)

Column 14. - Insert the net quantity in Schedule B units. State the unit of quantity shown; i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

IV. FOREIGN TRADE STATISTICS REGULATIONS - EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES)

SHIPPER / EXPORTER
AMERICAN BANK NOTE COMPANY
70 BROAD STREET,
NEW YORK N.Y. 10004

DOCUMENT NO. **MR. DON WOOSTER**
EXPORT REFERENCES **H.V.D.**
NOV 25 1974 AG 11/7/74
E 6331.

CONSIGNEE
BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI, DEPARTEMENT COMMERCIAL,
PORT-AU-PRINCE, HAITI.
ATTN SENIOR SUG MGR.

FORWARDING AGENT-REFERENCES
J. M. RODGERS CO., INC.
ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048
REF: **FMC-43**

ADDRESS ARRIVAL NOTICE TO


SAME AS ABOVE.

POINT AND COUNTRY OF ORIGIN
NEW YORK U.S.A.

PIER
TF 39th BKLYN
EXPORTING CARRIER (VESSEL)
METEOR SLG 11/14
PORT OF DISCHARGE
PORT - AU - PRINCE

DOMESTIC ROUTING / EXPORT INSTRUCTIONS

ONWARD INLAND ROUTING

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NAIONALE DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE, HAITI. ATTNN: SENIOR SUB-MGR. Made IN USA. PRINTED MATTER (UNISSUED BANK NOTE FORMS # 1910/1959 "United States law prohibits disposition of these commodities to the People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."	50	LICENSE G-DEST WOODEN CASES PRINTED MATTER INCOMPLETE BANCK NOTE FORMS. 	9600#	

FREIGHT CHARGES PAYABLE AT	BY
IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.	253 cu. ft. @ 87 per 40 cu. ft. 134 of 1% of value Lbs. @ per 2000 lbs. TOTAL U.S. CURRENCY
3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.	550.28 416.79 967.07 37.95 1005.02 28.91 12.25 10.81

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS
Dated in NEW YORK.
MO. DAY YEAR B/L NO.
11 14 74 105739

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS
CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N. Y. 10048

H. V. D.

NOV 25 1974

F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD



DATE 11 20 74

AMERICAN BANK NOTE CO.
70 BROAD STREET
NEW YORK, N.Y. 10004

DESCRIPTION

AS PER OCEAN B/L.

ENTRY NO.	OUR REF. NO.	YOUR REF NO	STEAMSHIP CO.	
	6331		ROYAL NETHERLANDS S/S.	
CARRIER	ARRIVED	BILL OF LADING NO.	PORT	
METEOR	11 14 74	120	PORT-AU-PRINCE	
IMPORTANT SUBJECT TO TERMS AND CONDITIONS OF SERVICE ON REVERSE SIDE IMPORTER MUST FURNISH MISSING DOCUMENTS WITHIN THE PERIOD OF TIME AS REQUIRED BY CUSTOMS REGULATIONS TO AVOID CUSTOMS PENALTIES.	TRANSFER CHARGES PAID		1	
	SHIPPER'S COLLECTION AND REMITTANCE		2	
	DUTY DEPOSIT, SUBJECT TO LIQUIDATION		3	
	CUSTOMS ENTRY		4	
	ADD'L INVOICES AND CLASSIFICATIONS		5	
	IMMEDIATE DELIVERY PERMIT		6	
	BOND TO CUSTOMS, PREPARATION, SERVICE AND PREMIUM		7	
	DEPOSIT FOR MISSING DOCUMENTS, BONDS, CANCELLATIONS AND SERVICES		8	
	SERVICES - PLANT QUARANTINE, FOOD AND DRUG, BAI		9	
	REFORWARDING SERVICES		10	
	SPECIAL MESSENGER SERVICE		11	4.00
	POSTAGE AND PETTIES		12	3.00
	SPECIAL SERVICES AND EXPENSES		13	
	FREIGHT CHARGES - OCEAN/AIR		14	1,057.39
	INSURANCE AND PLACEMENT SERVICES		15	
	INLAND FREIGHT		16	
	COOPERAGE FOR CUSTOMS EXAMINATION AND MARKING		17	
	GENERAL ORDER WAREHOUSE CHARGES		18	
	DOCK / AIRPORT STORAGE CHARGES		19	
	CARTAGE AND SERVICES		20	
	LOADING AND UNLOADING		21	
	CONSULAR FEES INCLUDING VISA AND NOTARY		22	15.50
	PREPARATION OF CONSULAR DOCUMENTS		23	
	ARRANGING FOR CONSULAR CERTIFICATE AND CERTIFICATE OF ORIGIN		24	
	BANKING DOCUMENTATION		25	
	CABLES, TELEGRAMS AND TELEPHONE CHARGES		26	
	SERVICE FEE - FORWARDING, CLEARING AND/OR DOCUMENTATION		27	20.00
		\$	1,099.89	

TERMS AND CONDITIONS OF SERVICE

(Please Read Carefully)

All shipments to or from the Customer, which term shall include the exporter, importer, sender, receiver, owner, consignor, consignee, transferor or transferee of the shipments, will be handled by J.M. Rodgers Co., Inc. (hereinafter called the "Company") on the following terms and conditions:

1. Services by Third Parties. Unless the Company carries, stores or otherwise physically handles the shipment, and the loss, damage, expense or delay occurs during such activity, the Company assumes no liability as a carrier and is not to be held responsible for any loss, damage, expense or delay to the goods to be forwarded or imported except as provided in paragraph 10 and subject to the limitations of paragraph 8 below, but undertakes only to use reasonable care in the selection of carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others to whom it may entrust the goods for transportation, cartage, handling and/or delivery and/or storage or otherwise. When the Company carries, stores or otherwise physically handles the shipment, it does so subject to the limitation of liability set forth in paragraph 8 below unless a separate bill of lading, air waybill or other contract of carriage is issued by the Company, in which event the terms thereof shall govern.

2. Liability Limitations of Third Parties. The Company is authorized to select and engage carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, as required, to transport, store, deal with and deliver the goods, all of whom shall be considered as the agents of the Customer, and the goods may be entrusted to such agencies subject to all conditions as to limitation of liability for loss, damage, expense or delay and to all rules, regulations, requirements or any conditions, whether printed, written or stamped, appearing in bills of lading, receipts or tariffs issued by such carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others. The Company shall under no circumstances be liable for any loss, damage, expense or delay to the goods for any reason whatsoever when said goods are in custody, possession or control of third parties selected by the Company to forward, enter and clear, transport or render other services with respect to such goods.

3. Choosing Routes or Ports. Unless express instructions in writing are received from the Customer, the Company has complete freedom in choosing the means, route and procedure to be followed in the handling, transportation and delivery of the goods. Advice by the Company to the Customer that a particular person or firm has been selected to render services with respect to the goods shall not be construed to mean that the Company warrants or represents that such person or firm will render such services.

4. Quotations Not Binding. Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given by the Company to the Customer are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon the Company unless the Company in writing specifically indicates the handling or transportation of the shipment at a specific rate.

5. Duty To Furnish Information. (a) On an import at a reasonable time prior to entering of the goods for U. S. Customs, the Customer shall furnish to the Company invoices in proper form and other documents necessary or useful in the preparation of the U. S. Customs entry and also, such further information as may be sufficient to establish the dutiable value, the classification and admissibility pursuant to U. S. laws or regulations of the goods. If the Customer fails in a timely manner to furnish such information or documents in whole or in part, as may be required to complete U. S. Customs entry or if the information or documents furnished is inaccurate or incomplete, the Company shall be obligated only to use its best judgment in connection with the shipment. Where a bond is required by U. S. Customs to be given for the production of any document or the performance of any act, the Customer shall be deemed bound by the terms of the bond notwithstanding the fact that the bond has been executed by the Company as principal, it being understood that the Company entered into such undertaking at the instance and on behalf of the Customer, and the Customer shall indemnify and hold the Company harmless for the consequences of any breach of the terms of the bond. (b) On an export at a reasonable time prior to the exportation of the shipment the Customer shall furnish to the Company the commercial invoice in proper form and number, a proper consular declaration, weights, measures, values and other information in the language of and as may be required by the laws and regulations of the U. S. and the country of destination of the goods. (c) On an export or import the Company shall not in any way be responsible or liable for increased duty, penalty, fine or expense unless caused by the negligence or other fault of the Company, in which event its liability to the Customer shall be governed by the provisions of paragraph 8. The Customer shall be bound by and warrant the accuracy of all invoices, documents and information furnished to the Company by the Customer or its agent for export, entry or other purposes and the Customer agrees to indemnify and hold harmless the Company against any increased duty, penalty, fine or expense, including attorneys fees, resulting from any inaccuracy or omission or any failure to make timely presentation, even if not due to any negligence of the Customer.

6. Declaring Higher Valuation. Inasmuch as truckers, carriers, warehousemen and others to whom the goods are entrusted usually limit their liability for loss or damage unless a higher value is declared and a charge based on such higher value is agreed to by said truckers, etc., the Company must receive specific written instructions from the Customer as to the valuation of the goods and the trucker, etc., must accept such higher declared value; otherwise the valuation placed by the Customer on the goods shall be considered solely for export or customs purposes and the goods will be delivered to the truckers, etc., subject to the limitation of liability set forth herein in paragraph 8 with respect to any claim against the Company and subject to the provisions of paragraph 2 above.

7. Insurance. The Company will make reasonable efforts to effect marine, fire theft and other insurance upon the goods only after specific written instructions have been received by the Company in sufficient time prior to shipment from point of origin, and the Customer at the same time states specifically the kind and amount of insurance to be placed. The Company does not undertake or warrant that such insurance can or will be placed. Unless the Customer has its own open marine policy and instructs the Company to effect insurance under such policy, insurance is to be effected with one or more insurance companies or other underwriters to be selected by the Company. Any such policy shall be governed by the certificate or policy issued and will only be effective when accepted by such insurance companies or other underwriters. Should an insurer dispute its liability for any reason, the insured shall have recourse against the insurer only and the Company shall not be under any responsibility or liability in relation thereto, notwithstanding that the premium upon the policy may not be at the same rates as that charged or paid to the Company by the Customer, or that the shipment was insured under a policy in the name of the Company. Insurance premiums and the charge of the Company for arranging the same shall be at the Customer's expense. If for any reason the goods are held in warehouse, or elsewhere, the same will not be covered by any insurance, unless the Company receives written instructions from the Customer. Unless specifically agreed in writing, the Company assumes no responsibility to effect insurance on any export or import shipment which it does not receive such instructions in sufficient time prior to shipment.

8. Presenting Claims. In no event shall the Company be liable for any claim, omission or default by it in connection with an exportation or importation, unless a claim therefor is presented to its office within one hundred eighty (180) days from date of exportation or importation of the goods in a written statement to which sworn proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

9. Liability of Company. It is agreed that any claim or demand for loss, damage, expense or delay shall be only against the carrier, truckman, lightermen, forwarders, customhouse brokers, agents, warehousemen or others in whose actual custody or control the goods may be at the time of such loss, damage, expense or delay, and that the Company shall not be liable or responsible for any claim or demand or loss or damage from any cause whatsoever, unless in each case the goods were in the actual custody or control of the Company and the damages alleged to have been suffered or proven to be caused by the negligence or other fault of the Company, its officers or employees, in which event the limitation of liability set forth in paragraph 8 herein shall apply. The Company shall not in any circumstances be liable for damages arising from loss of profit.

10. Advancing Money. The Company shall not be obliged to incur any expense, guarantee payment or advance any money in connection with the importing, forwarding, transporting, insuring, storing or cooping of the goods, unless the same is previously provided to the Company by the Customer on demand. The Company shall be under no obligation to advance freight charges, customs duties or taxes on any shipment, nor shall any advance by the Company be construed as a waiver of the provisions hereof.

11. Indemnification. In the event that a carrier, other person or any governmental agency makes a claim or institutes legal action against the Company for ocean or other freight, duties, fines, penalties, liquidated damages or other money due arising from a shipment of goods of the Customer, the Customer agrees to indemnify and hold harmless the Company for any amount the Company may be required to pay such carrier, other person or governmental agency together with reasonable expenses, including attorney fees, incurred by the Company in connection with defending such claim or legal action and obtaining reimbursement from the Customer. The confiscation or detention of the goods by any governmental authority shall not affect or diminish the liability of the Customer to the Company to pay all charges or other money due promptly on demand.

12. Sale of Perishable Goods. Perishable goods or live animals to be exported or which are cleared through customs concerning which no instructions for disposition are furnished by the Customer shall be sold or otherwise disposed of without any notice to the Customer, owner or consignee of the goods, and payment or tender of the net proceeds of any sale after deduction of charges shall be equivalent to delivery. In the event that any shipment is refused or remains unclaimed at destination or any transshipping point in the course of transit or is returned for any reason, the Customer shall nevertheless pay the Company for all charges and expenses in connection therewith. Nothing herein contained shall obligate the Company to forward or enter or clear the goods or arrange for their disposal.

13. C.O.D. Shipments. Goods received with Customer's or other person's instructions to "Collect on Delivery" (C.O.D.) by drafts or otherwise, or to collect on any specified terms by time drafts or otherwise, are accepted by the Company only upon the express understanding that it will exercise reasonable care in the selection of a bank, correspondent, carrier or agent to whom it will send such item for collection, and the Company will not be responsible for any loss, omission, default, suspension, insolvency or want of care, negligence, or fault of such bank, correspondent, carrier or agent, nor for any delay in remittance lost in exchange, or loss during transmission of funds or in the course of collection.

14. General Lien on Any Property. The Company shall have a general lien on any and all property (and documents relating thereto) of the Customer, in its possession, custody or control or on route, for all claims for charges, expenses or advances incurred by the Company in connection with any shipments of the Customer and if such claim remains unsatisfied for thirty (30) days after demand for its payment is made, the Company may sell at public auction or private sale, upon ten (10) days written notice, registered mail (R.R.), to the Customer, the goods, wares and/or merchandise, or so much thereof as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the Company. Any surplus from such sale shall be transmitted to the Customer, and the Customer shall be liable for any deficiency in the sale.

15. Compensation of Company. The compensation of the Company for its services shall be included with and in addition to the rates and charges of all carriers and other agencies selected by the Company to transport and deal with the goods and such compensation shall be exclusive of any brokerage, commissions, dividends or other revenue received by the Company from carriers, insurers and others in connection with the shipment. In any referral for collection or action against the Customer for monies due to the Company, upon recovery by the Company, the Customer shall pay the expenses of collection and/or litigation, including a reasonable attorney fee.

16. Picking Up Shipments or Samples. The Company shall not itself be obligated to pick up a shipment from a carrier or a sample from U. S. Customs. Should the Company render such a service for and on behalf of the Customer, the Company shall not be responsible for loss or damage to the shipment unless it is in the actual custody and control of the Company or its employee and the loss or damage is caused by the negligence or other fault of the Company or its employee, in which event the limitation of liability set forth in paragraph 8 herein shall apply.

17. No Responsibility for Governmental Requirements. It is the responsibility of the Customer to know and comply with the marking requirements of U. S. Customs, the regulations of the U. S. Food and Drug Administration and all other requirements of law or official regulations. The Company shall not be responsible for action taken or fines or penalties assessed by any governmental agency against the shipment because of the failure of the Customer to comply with the law or the requirements or regulations of any governmental agency or with a notification issued to the Customer by any such agency.

18. Loss, Damage or Expense Due To Delay. Unless the services to be performed by the Company on behalf of the Customer are unduly delayed by reason of the negligence or other fault of the Company, the Company shall not be responsible for any loss, damage or expense incurred by the Customer because of such delay. In the event the Company is liable for the delay aforesaid, its liability is limited in accordance with the provisions of paragraph 8 above.

19. Construction of Terms and Venue. The foregoing terms and conditions shall be construed according to the laws of the State of New York. Unless otherwise consented to in writing by the Company, no legal proceeding against the Company may be instituted by the Customer, its agents, or subrogs except in the City of New York.

APPROVED BY:
NATIONAL CUSTOMS BROKERS & FORWARDERS ASSOC. OF AMERICA, INC. - NEW YORK FOREIGN FREIGHT FORWARDERS & BROKERS ASSOC., INC. - CUSTOMS BROKERS & FORWARDERS ASSOC. OF MIAMI, INC. - SAN FRANCISCO CUSTOMS BROKERS ASSOC. - CUSTOMS BROKERS ASSOC. OF CHICAGO, INC. - BOSTON CUSTOMS BROKERS ASSOC. - INTERNATIONAL FORWARDERS ASSOC. - CUSTOMHOUSE BROKERS & INTERNATIONAL FREIGHT FORWARDERS ASSOC. OF WASHINGTON STATE - LOS ANGELES CUSTOMS & FREIGHT BROKERS ASSOC., INC. - CUSTOMS BROKERS ASSOC. NORTHERN U.S. BORDER - BALTIMORE CUSTOMHOUSE BROKERS & FORWARDERS ASSOC. - PHILADELPHIA FREIGHT BROKERS, FORWARDERS & CUSTOMS BROKERS ASSOC. - NEW ORLEANS ASSOC. OF CUSTOMS BROKERS, INC. - DETROIT CUSTOMHOUSE BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - COLUMBIA RIVER CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - INDEPENDENT FREIGHT FORWARDERS & BROKERS ASSOC. OF SAVANNAH, INC. - ASSOC. OF FORWARDING AGENTS & FOREIGN FREIGHT BROKERS OF MOBILE - CUSTOMS BROKERS & FREIGHT FORWARDERS ASSOC. OF CHARLESTON, S.C. INC. - EXPORT-IMPORT ASSOC. OF VIRGINIA

2

100431
5435

43322
0000

8991
1005.02

32771

Received from ROYAL NETHERLANDS STEAMSHIP COMPANY the following Bill of Lading, the freight charges on which we acknowledge to be due and promise to pay within 15 days from date of vessel's sailing at the office of ROYAL NETHERLANDS STEAMSHIP COMPANY, 25 Broadway, New York, N.Y. 10004. This due bill until paid to be First Lien on the goods for the amount for which it is given, plus any expenses incidental to the collection thereof until payment has been effected. In the event the Bill of Lading is issued to a Freight Forwarder, it is understood and agreed that the Freight Forwarder is the Agent for the Shipper.

PLEASE RETURN ONE COPY OF
THIS BILL WITH YOUR PAYMENT

By: _____

H. V. D.
NOV 25 1974

Shipper's Agent **J.M. RODGERS CO. 11/15**Shipper **AMERICAN BANK NOTE CO.**Vessel **METEOR**Sailing date **111474**Port of loading **NEW YORK**Via/Port of discharge **PT PRINCE**

Final destination

Reference #

E6331Number of B/L **120**Due bill # **32771**Amount due **1057.39**

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665

NEW YORK, N.Y. 10048



H.V.D.

NOV 9 1974

F.M.C. 431

TELEPHONE (212) 432-9191

CABLE ADDRESS JONMAROD

FORWARDING INSTRUCTIONS

AMERICAN BANK NOTE COMPANY

From _____

Date NOV. 7, 1974

2-0702-484

Address 70 BROAD ST., N.Y.C. 10004

Our Reference No. 2-0700-484

MARKS & NOS.	NO. AND KIND OF PACKAGES	CONTENTS	GROSS WEIGHT	NET WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE, HAITI ATTN: SENIOR-SUB-MGR. MADE IN U.S.A. (PRINTED MATTER- UNISSUED BANK NOTE FORMS) #1910/1959		50 WOODEN CASES - PRINTED MATTER INCOMPLETE BANK NOTE FORMS EA. CASE - 20 CASES - 29 X 16 1/2 X 15 EA. CASE - 30 CASES - 28 X 22 X 14 3/4	9600	7520 LBS.	246 CFT
EITHER ONE OF THESE CLAUSES MUST APPEAR ON YOUR INVOICES:		THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION DIVERSION CONTRARY TO U.S. LAW PROHIBITED.	United States Law prohibits disposition of these commodities to the Soviet Bloc, Communist China, North Korea, Macao, Hong Kong, Communist Controlled areas of Viet Nam and Laos and Cuba unless otherwise authorized by the United States.		

SCHEDULE B COMMODITY NO.

SPECIFY
A or B

GENERAL LICENSE (S. DEST.)
A)

EXPORT LICENSE NO.
B)

MAKE BILLS OF LADING
IN THE NAME OF

ALAL CHARGES TO US

AS SHIPPER

CONSIGN TO ORDER OF

ULTIMATE CONSIGNEE (FULL NAME AND ADDRESS)

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI - ATTN: SENIOR SUB-MGR.

PORT OF DISCHARGE

PORT-AU-PRINCE

VALUE FOR CUSTOMS PURPOSES

\$55,576.

INLAND FREIGHT TO BE PAID BY:

CARTAGE TO STEAMER TO BE PAID BY:

YOUR SERVICES TO BE PAID BY:

INSURANCE EFFECTED BY

OCEAN FREIGHT TO BE PAID BY:

CONSUL FEES AND BLANKS TO BE PAID BY:

EFFECT INSURANCE FOR:

PREMIUM TO BE PAID BY:

COLLECT

AMOUNT

METHOD OF COLLECTION

FOR OUR
ACCOUNT

\$

☐ C.O.D.

☐ S/D

☐ L/C

(ORIG. OR EXACT COPY OF L/C MUST ACCOMPANY THESE INSTRUCTIONS)

NAME OF BANK FOR COLLECTION

☐ OPEN ACCOUNT

ORIGINAL DOCUMENTS TO:

MAIL

TO US & 1 COPY N/N/ B/L

NON-NEGOTIABLE COPIES TO:

SPECIAL INSTRUCTIONS OUR TRUCK WILL DELIVER TO PIER ON NOV. 13TH - SHIPMENT WILL BE OFFLOADED IMMEDIATELY INTO A CONTAINER. SAID CONTAINER TO BE SEALED & IMMEDIATELY PUT ON BOARD SHIP. BOOK FOR SAILING ON S.S. METEOR ON NOV. 14TH. YOU WILL COMPLETE CONSULAR FORMS

ENCLOSURES:

EXPORT DECLARATION

We hereby authorize you to sign and endorse all documents in connection with this shipment.

The above is a correct declaration and should the shipment for any cause be refused or returned, we agree to pay any and all charges incurred.

Claims for loss or damage to packages or contents waived unless insured.

Yours truly,

INSTRUCTIONS TO CARRIER

SHIPPER/EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK N.Y. 10004		DOCUMENT NO. DOCK RECEIPT TO SHIPPER ATTN. MR. DON WOOSTER.
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT-AU-PRINCE, HAITI. ATTN SENIOR SUG MGR.		EXPORT REFERENCES E 6331. H.V.D. AG 11/7/74 NOV 25 1974
NOTIFY PARTY SAME AS ABOVE.		FORWARDING AGENT - REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF: FROM 431
PIER OR AIRPORT TF 39th BKLYN .		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.
EXPORTING CARRIER (Vessel/Airline) METEOR SLG 11/14	PORT OF LOADING NEW YORK.	DOMESTIC ROUTING/EXPORT INSTRUCTIONS
SEA PORT OF DISCHARGE PORT - Au - PRINCE	FOR TRANSHIPMENT TO	

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NAIONALE DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE, HAITI. ATTNN: SENIOR SUB-MGR. Made IN USA. PRINTED MATTER (UNISSUED BANK NOTE FORMS # 1910/1959	50	LICENSE G-DEST WOODEN CASES PRINTED MATTER INCOMPLETE BANCK NOTE FORMS. OCEAN FREIGHT PREPAID.	9600#	DB

"United States law prohibits disposition of these commodities to the Soviet Bloc,
People's Republic of China, North Korea, Communist controlled areas of Vietnam."

IMPORTANT:

☒ DO NOT LOAD ON VESSEL IF RECEIVED SHORT OR WITH EXCEPTIONS—IN EITHER CASE NOTIFY US IMMEDIATELY.

☐ ON BOARD B/L REQUIRED DATED NO LATER THAN _____.

☐ _____ SIGNED & _____ UNSIGNED NON-NEGOTIABLE COPIES REQUIRED.

☒ SPECIAL INSTRUCTIONS: 11/13/74 IS THE LATEST DELIVERY.

FORM 510
APPERSON BUSINESS FORMS, INC. - LOS ANGELES - NEW YORK

WHSE NO. 0921

HECTOR LUCIANO.

EXPORT DEPARTMENT

DE 384P BKTAH

3VNE Y8 VEOAE

VILLI SEMION 206 MCK
BOKE-VU- BRITICE WILLI
D. HULLI DEBARKEMENT COMMERCIAL
BUNODE INDIANITE DE IV REPUBLICADE

HEM LONK M*A 30004
LO BIOD BLUEEL
AMERICAN BANK MOLE CONEVAL

HEM LONK D*2*V

HEM LONK M*A 10048
ONE MONTH LAYDE SEMION 2011E 2002
T.M. BODERKS CO" INC

E 933J

VE 331114

NR DON MOODLES
DOCK RECEIPT TO SHIPPER VILLI

DOCK RECEIPT

SHIPPER/EXPORTER

AMERICAN BANK NOTE COMPANY
70 BROAD STREET,
NEW YORK N.Y. 10004

DOCUMENT NO. DOCK RECEIPT TO SHIPPER ATTN .
MR. DON WOOSTER.

EXPORT REFERENCES

E 6331.

H.V.D.
NOV 25 1974

AG 11/7/74

CONSIGNEE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI, DEPARTEMENT COMMERCIAL,
PORT-AU-PRINCE, HAITI.
ATTN SENIOR SUG MGR.

FORWARDING AGENT - REFERENCES

J.M. RODGERS CO., INC.
ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048

FMC-431

POINT AND COUNTRY OF ORIGIN

NEW YORK U.S.A.

NOTIFY PARTY

SAME AS ABOVE.

DOMESTIC ROUTING/EXPORT INSTRUCTIONS

PIER OR AIRPORT

TF 39th BKLYN .

EXPORTING CARRIER (Vessel/Airline)

METEOR SLG 11/14

PORT OF LOADING

NEW YORK.

AIR/SEA PORT OF DISCHARGE

PORT - Au - PRINCE

ONWARD INLAND ROUTING

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NAIONALE DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE, HAITI. ATTNN: SENIOR SUB-MGR. Made IN USA. PRINTED MATTER (UNISSUED BANK NOTE FORMS # 1910/1959	50	LICENSE G-DEST WOODEN CASES PRINTED MATTER INCOMPLETE BANCK NOTE FORMS. OCEAN FREIGHT PREPAID.	9600#	D8
United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."				

DELIVERED BY:

LIGHTER
TRUCK

ARRIVED- DATE _____ TIME _____

UNLOADED-DATE _____ TIME _____

CHECKED BY _____

PLACED IN SHIP ON DOCK LOCATION _____

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT
TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF
DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE
THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES
OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND
MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE

502

WHSE NO. 0846

ONLY CLEAN DOCK RECEIPT ACCEPTED.

5105

Lighter

Car.

Track

No

SHIPPERS ARE REQUIRED TO FILL OUT AS BELOW

1974 NOV 12 PM 10:16


CONSULAT DE LA



() 1992 H. V. D. E-6331 M
 CONSULAR INVOICE
 REPUBLIQUE D'HAITI NOV 25 1974
 B. L. No. 120

Marks (Marques)
and Country of Origin
BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI PORT AU
PRINCE HAITI
ATTN: SENIOR SUB
MGR. MADE IN USA

Merchandise Shipped on the S.S.: METEOOR - DUTCH on 11.14.74
 Marchandises expédiées sur le SS. Nationality - Name (nom) le Date of Sailing
 Sailing from the Port of NEW YORK for PORT AU PRINCE, Haiti
 Partant du port de Pour
 Name and Address of Shipper AMERICAN BANK NOTE COMPANY, 70 BROAD ST.
 Nom et adresse de l'expéditeur NEW YORK N Y
 Consigned to order of BANQUE NATIONALE DE LA of
 Consignées à l'ordre de REPUBLIQUE D'HAITI
 Notify DEPARTEMENT COMMERCIAL of PORT AU PRINCE, Haiti
 Notifier de

Numbers Numéros	Number of pieces Nombre de colis	Nature of Packing Nature de l'emballage	Denomination and Details of Each Article (Quantity, Quality, Measure, Yardage, etc.) in Terms of the Haitian Tariff. Dénomination et détails de chaque article (quantité, qualité, mesure, yardage, etc.) dans les termes du Tarif Haïtien.	Weights in Poids en K I L O S		Values in U.S. Currency Valeur en Monnaie des E.U.
				Gross Brut	Net Net	
			PRINTED MATTER (UNISSUED BANK NOTE FORMS 1910/59	50 CASES	PRINTED MATTER INCOMPLETE BANK NOTE FORMS	4350 3400 \$54,427.29
<div style="text-align: center;">  <p>ORIGINAL</p> <p>VU ET ENREGISTRÉ LE CONSUL GÉNÉRAL D'HAÏTI A NEW YORK</p> <p><i>Wilson Florestal</i> <i>Dugnon</i></p> </div>						

We affirm that this invoice is a correct and faithful expression of the truth, J'affirme que cette facture est l'expression sincère et fidèle de la vérité, that it corresponds in every particular with our books, and that neither the qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle, usual designation, nor the weights, nor the quantity or quality, nor the value ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles and origin named therein are in any way altered, and are thereof exactly the qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que same than those appeared on our Export Declaration No.

same than those appeared on our Export Declaration No. _____ of (date) _____ submitted to the U. S. Custom House.
ceux accusés sur ma déclaration No. _____ du _____ soumise à la Douane des Etats-Unis.

NEW YORK Date NOV. 19 1974

J M RODGERS CO INC For Account of
of forwarding agent, broker of commissioner, etc.
AMERICAN BANK NOTE COMPANY

Shippers _____
Expéditeurs _____
Per: _____
Signature _____

NOTE:—In all cases where the merchandise is taxed at net weight, the weight to be taxed of said merchandise will include all interior or immediate packing, including the paste board boxes or objects made of paste board, not subject to a higher tax. (Article 29, Law of July 26, 1926.)

Dans tous les cas où les marchandises sont taxées au poids net, le poids imposable des dites marchandises comprendra tous les emballages antérieurs ou immédiats, y compris les cartons ou objets en carton, non soumis à un droit plus élevé (Article 29, loi du 26 Juillet, 1926.)

ARRANGEMENT OF DOCUMENTS:

3 Consular Invoices and 3 Original Bills of lading clipped or stapled together, the invoice on top.

To each of the remaining Consular invoices a copy of signed B/L must be stapled and the whole set clipped together.

Value of merchandise	54,427.29
Valeur des marchandises	
Packing (if not included in the value of the merchandise)	
Emballage (s'il n'est pas compris dans la valeur des marchandises)	

Inland Freight. Bill of Lading. Wharfage and Trucking Charges	_____	_____
Frêt et frais du connaissement, embarquement et camionnage.	_____	_____

Total F. O. B. Value	54,427.29
----------------------	-----------

Brokerage fees -----		
Commission d'achat		

Interest Intérêts	EXEMPTION
----------------------	-----------

Export Duties paid at Port of Origin			
Droits d'exportation acquittés au port d'origine			

Ocean Freight and Bill of Lading Expenses (including embarking and disembarking)	1057.39
Frêt et frais du connaissement, embarquement et débarquement	

compris	
Insurance	91.72
Assurance	

Assurance			
*2% of F O B value \$			

Consular fees:	Stamp on Inv. (\$1.20)	_____	_____	_____
Droits consulaires:	B/L visa (\$2.00)	_____	_____	_____
	Stamp on B/L (\$1.20)	_____	_____	_____

Stamp on B/L (\$1.20)		
Other expenses		
Autres frais		

Total amount of invoice	\$55576.40
Montant total de la facture	

CONSULAR INVOICE FEES

*For any merchandise being shipped by boat to Haiti and whose value FOB is inferior to \$200.00 — the fee is \$3.00 plus B/L visa and Stamps 7.40

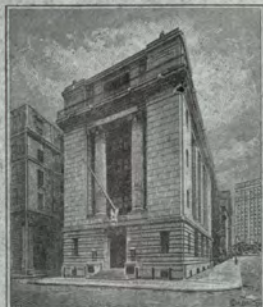
Over \$200.00 — the fee is 2% on the value FOB plus B/L visa and Stamps	1.40
Visa for Certificate of Origin \$2.00 plus Stamps \$1.20	3.20
Visa for Commercial Invoice if requested \$2.00 plus Stamps \$1.20	3.20

ADDITIONAL FEES:
 Visa on Consular Invoice requested after 4 p. m. _____ 2.00*
 Visa on Consular Invoice requested on holidays _____

visa on Consular Invoice requested on holidays ————— 4.00*

E. J. Rodgers

Ec/1 Rodgers IN



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

NOVEMBER 11, 1974

SHIPPING INVOICE

H. V. D.

NOV 25 1974

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

Dr.

OUR
ORDER

2-0701-484

YOUR
ORDER

DATE OF
SHIPMENT

TERMS: NET,
F.O.B. N.Y.

TEN (10) CASES, CONTAINING:

1,000,000 NOTES, 2 GOURDES, NOS. E 000001 - E 1000000

CASE NOS.	NUMBERS	CASE NOS.	NUMBERS
1960	E 000001 - E 100000	1965	E 500001 - E 600000
1961	E 100001 - E 200000	1966	E 600001 - E 700000
1962	E 200001 - E 300000	1967	E 700001 - E 800000
1963	E 300001 - E 400000	1968	E 800001 - E 900000
1964	E 400001 - E 500000	1969	E 900001 - E 1000000

MARKS

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI
PORT-AU-PRINCE
HAITI
ATTN: SENIOR SUB-MANAGER
MADE IN U.S.A.
(PRINTED MATTER - UNISSUED
BANK NOTE FORMS)
#1960/1969

NET WEIGHT: 762 KILOS

GROSS WEIGHT: 953 KILOS

STEAMER: S.S. "METEOR"

VALUE: U.S. \$13,723.40 C.I.F. PORT-AU-PRINCE

AMERICAN BANK NOTE COMPANY

VICE PRESIDENT

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.

Form 7525-V
(Rev. JAN. 1, 1973)
(See Instructions on
Reverse Side)U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS—BUREAU OF INTERNATIONAL COMMERCE**SHIPPER'S EXPORT DECLARATION**

OF SHIPMENTS FROM THE UNITED STATES

Export Shipments Are Subject To U. S. Customs Inspection

READ CAREFULLY THE INSTRUCTIONS ON BACK TO AVOID DELAY AT SHIPPING POINT

For shipments to foreign countries, where authentication of the Shipper's Export Declaration is required, the export declaration must be presented to and authenticated by Customs and a copy so authenticated delivered to the exporting carrier prior to exportation.

Declarations Should Be Typewritten Or Prepared In Ink

Form approved. Budget Bureau No. 41-R397.5.

CONFIDENTIAL — For use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. (Title 15, Sec. 30.91(a) C.F.R.; Sec. 7(c) Export Administration Act of 1969, P.L. 91-184)

Customs Authentication (For Customs use only.)

NOV 25 1974

FILE NO. (For Customs use only.)

Do Not Use This Area

District

Port

Country (For customs
use only)

1. FROM (U. S. Port of Export)

2. METHOD OF TRANSPORTATION (check one):

☐ Vessel
(incl. ferry)☐ Air☐ Other (Specify)

2a. EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline.)

3. EXPORTER (Principal or seller—licensee)

AMERICAN BANK NOTE COMPANY,

ADDRESS (Number, street, place, state)

70 BROAD STREET, NEW YORK, N. Y. 10004

4. AGENT OF EXPORTER (Forwarding agent)

SAME

ADDRESS (Number, street, place, state)

SAME

5. ULTIMATE CONSIGNEE

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT-AU-PRINCE,

ADDRESS (Place, country)

6. INTERMEDIATE CONSIGNEE

SAME

ADDRESS (Place, country)

SAME

7. FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

PORT-AU-PRINCE

8. PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment.)

PORT-AU-PRINCE, HAITI

MARKS AND NOS.	NUMBER AND KIND OF PACKAGES, DESCRIPTION OF COMMODITIES, EXPORT LICENSE NUMBER, EXPIRATION DATE (OR GENERAL LICENSE SYMBOL) (Describe commodities in sufficient detail to permit verification of the Schedule B commodity numbers assigned. Do not use general terms. Insert required license information on line below description of each item)	SHIPPING (Gross) WEIGHT IN POUNDS* (required for vessel and air shipments only)	SPECIFY "D" OR "F" b	SCHEDULE B COMMODITY NO.	NET QUANTITY IN SCHEDULE B UNITS (State unit)	VALUE AT U. S. PORT OF EXPORT (Selling price or cost if not sold, including inland freight, insurance and other charges to U. S. port of export) (Nearest whole dollar; omit cents figures)
(9)	(10)	(11)	(12)	(13)	(14)	(15)
	10 CASES PRINTED MATTER	2100	D	892,9850	1680 LBS.	\$13,723.
	LICENSE NO. G-DEST					
	BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI					
	ATTN: SENIOR SUB-MGR.					
	MADE IN U.S.A.					
	(PRINTED MATTER - UNISSUED BANK NOTE FORMS)					
	4/960/1969					

These commodities licensed by the U. S. for ultimate destination..... Diversion contrary to U. S. law prohibited.

16. WAYBILL OR MANIFEST No. (of Exporting Carrier)

17. DATE OF EXPORTATION (Not required for shipments by vessel)

18. THE UNDERSIGNED HEREBY AUTHORIZES J.M. RODGERS CO., INC., CUSTOMS BROKERS, NEW YORK, N.Y.

TO ACT AS FORWARDING AGENT FOR EXPORT CONTROL AND CUSTOMS PURPOSES.

(Name and address—Number, street, place, State)

EXPORTER AMERICAN BANK NOTE COMPANY

(DULY AUTHORIZED

BY OFFICER OR EMPLOYEE)

19. I CERTIFY THAT ALL STATEMENTS MADE AND ALL INFORMATION CONTAINED IN THIS EXPORT DECLARATION ARE TRUE AND CORRECT. I AM AWARE OF THE PENALTIES PROVIDED FOR FALSE REPRESENTATION. (See Paragraphs I (c), (e), on reverse side.)

Signature

(Duly authorized officer or employee of exporter or named forwarding agent)

For AMERICAN BANK NOTE COMPANY - Special Att'y

(Name of corporation or firm, and capacity of signer; e.g., secretary, export manager, etc.)

Address 70 BROAD STREET, NEW YORK, N. Y. 10004

Declaration should be made by duly authorized officer or employee of exporter or of forwarding agent named by exporter.

Do Not Use This Area

*If shipping weight is not available for each Schedule B item listed in column (13) included in one or more packages, insert the approximate gross weight for each Schedule B item. The total of these estimated weights should equal the actual weight of the entire package or packages.

bDesignate foreign merchandise (reexports) with an "F" and exports of domestic merchandise produced in the United States or changed in condition in the United States with a "D." (See instructions on reverse side.)

All copies of the export declaration, bill of lading, and commercial invoice must show a destination control statement, when required. (See Department of Commerce Export Regulations.)

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V should not be filed for merchandise shipped intransit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for in-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph I (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the port of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried abroad each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify, i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications should be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Insert whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation, are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction VII (a) below.)

Column 14. - Insert the net quantity in Schedule B unit. State the unit of quantity shown; i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

IV. FOREIGN TRADE STATISTICS REGULATIONS - EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

BILL OF LADING (continued from reverse side)
NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER"

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES) TO SHIPPER VIA

SHIPPER/EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK N.Y. 10004		DOCUMENT NO. AG 11/11/74	
		EXPORT REFERENCES E 6349. H.V.D. NOV 25 1974	
CONSIGNEE BANQUE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT AU-PRINCE, HAITI, ATTN : SENIOR SUB- MGR.		FORWARDING AGENT- REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10040 REF:	
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
PIER FT 39 ST. BROOKLYN.		DOMESTIC ROUTING / EXPORT INSTRUCTIONS	
EXPORTING CARRIER (VESSEL) METEOR SLG 11/14	PORT OF LOADING NEW YORK.	ONWARD INLAND ROUTING	
PORT OF DISCHARGE PORT -AU- PRINCE.	FOR TRANSHIPMENT TO		

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU- PRINCE HAITI., ATTN SENIOR SUB- MAGR. MADE IN USA PRINTED MATTER UNISSUED BANK NOTE FORMS. # 1960/ 1969	10	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE FORMS) VU ET ENREGISTRE LE CONSUL GENERAL D'HAITI WILSON FLORESTAL ORIGINAL	2100 #	55-0
"United States law prohibits disposition of these commodities to the People's Republic of China, North Korea, Communist controlled areas of Vietnam, Laos, or Southern Rhodesia, unless otherwise authorized by the United States."				

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

55 cu. ft. @ 87 — per 40 cu. ft.
 + 3/4 of 1/6 cu. ft. valorem " "
 " " " " " "
 " " " " " "
 Lbs. @ — per 2000 lbs.
 " " " " " "
 " " " " " "
EXEMPTION

119.63
102.92
222.55
8.25
230.80
6.28
2.75
2.35
242.18

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

MO. DAY YEAR B/L NO.

By

Burroughs

TERMS AND CONDITIONS OF SERVICE (Please Read Carefully)

All shipments to or from the Customer, which term shall include the exporter, importer, sender, receiver, owner, consignor, consignee, transferor or transferee of the shipments, will be handled by J.M. Rodgers Co., Inc., (hereinafter called the "Company") on the following terms and conditions:

1. **Services by Third Parties.** Unless the Company carries, stores or otherwise physically handles the shipment, and the loss, damage, expense or delay occurs during such activity, the Company assumes no liability as a carrier and is not to be held responsible for any loss, damage, expense or delay to the goods to be forwarded or imported except as provided in paragraph 10 and subject to the limitations of paragraph 8 below, but undertakes only to use reasonable care in the selection of carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others to whom it may entrust the goods for transportation, cartage, handling and/or delivery and/or storage or otherwise. When the Company carries, stores or otherwise physically handles the shipment, it does so subject to the limitation of liability set forth in paragraph 8 below unless a separate bill of lading, air waybill or other contract of carriage is issued by the Company, in which event the terms thereof shall govern.

2. **Liability Limitations of Third Parties.** The Company is authorized to select and engage carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, as required, to transport, store, deal with and deliver the goods, all of whom shall be considered as the agents of the Customer, and the goods may be entrusted to such agencies subject to all conditions as to limitation of liability for loss, damage, expense or delay and to all rules, regulations, requirements and conditions, whether printed, written or stamped, appearing in bills of lading, receipts or tariffs issued by such carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others. The Company shall under no circumstances be liable for any loss, damage, expense or delay to the goods for any reason whatsoever when said goods are in custody, possession or control of third parties selected by the Company to forward, enter and clear, transport or render other services with respect to such goods.

3. **Choosing Routes or Agents.** Unless express instructions in writing are received from the Customer, the Company has complete freedom in choosing the means, route and procedure to be followed in the handling, transportation or delivery of the goods. Advice by the Company to the Customer that a particular person or firm has been selected to render services with respect to the goods shall not be construed to mean that the Company warrants or represents that such person or firm will render such services.

4. **Quotations Not Binding.** Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given by the Company to the Customer are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon the Company unless the Company in writing specifically undertakes the handling or transportation of the shipment at a specific rate.

5. **Duty To Furnish Information.** (a) On an import at a reasonable time prior to entering of the goods for U. S. Customs, the Customer shall furnish to the Company invoices in proper form and other documents necessary or useful in the preparation of the U. S. Customs entry and, also, such further information as may be sufficient to establish the dutiable value, the classification and admissibility pursuant to U. S. law or regulation. If the Customer fails in a timely manner to furnish such information or documents in whole or in part, as may be required to complete U. S. Customs entry, or if the information or documents furnished is inaccurate or incomplete, the Company shall be obligated only to use its best judgment in connection with the shipment. Where a bond is required by U. S. Customs to be given for the production of any document or the performance of any act, the Customer shall be deemed bound by the terms of the bond notwithstanding the fact that the bond has been executed by the Company as principal, it being understood that the Company entered into such undertaking at the instance and on behalf of the Customer, and the Customer shall indemnify and hold the Company harmless for the consequences of any breach of the terms of the bond. (b) On an export at a reasonable time prior to the exportation of the shipment the Customer shall furnish to the Company the commercial invoice in proper form and number, and proper consular declaration, weights, measures, values and other information in the language of and as may be required by the laws and regulations of the U. S. and the country of destination of the goods. (c) On an export or import the Company shall not in any way be responsible or liable for increased duty, penalty, fine or expense unless caused by the negligence or other fault of the Company, in which event its liability to the Customer shall be governed by the provisions of paragraph 8. The Customer shall be bound by and warrant the accuracy of all invoices, documents and information furnished to the Company by the Customer or its agent for export, entry or other purposes and the Customer agrees to indemnify and hold harmless the Company against any increased duty, penalty, fine or expense, including attorneys fees, resulting from any inaccuracy or omission or any failure to make timely presentation, even if not due to any negligence of the Customer.

6. **Declaring Higher Valuation.** Inasmuch as truckers, carriers, warehousemen and others to whom the goods are entrusted usually limit their liability for loss or damage unless a higher value is declared and a charge based on such higher value is agreed to by said truckers, etc., the Company must receive specific written instructions from the Customer to pay such higher charge based on valuation and the trucker, etc., must accept such higher declared value; otherwise the valuation placed by the Customer on the goods shall be considered solely for export or customs purposes, and the goods will be delivered to the truckers, etc., subject to the limitation of liability set forth herein in paragraph 8 with respect to any claim against the Company and subject to the provisions of paragraph 2 above.

7. **Insurance.** The Company will make reasonable efforts to effect marine, fire theft and other insurance upon the goods only after specific written instructions have been received by the Company in sufficient time prior to shipment from point of origin, and the Customer at the same time states specifically the kind and amount of insurance to be placed. The Company does not undertake or warrant that such insurance can or will be placed. Unless the Customer has its own open marine policy and instructs the Company to effect insurance under such policy, insurance is to be effected with one or more insurance companies or other underwriters to be selected by the Company. Any insurance placed shall be governed by the certificate or policy issued and will only be effective when accepted by such insurance companies or other underwriters. Should an insurer dispute its liability for any reason, the insured shall have recourse against the insurer only and the Company shall not be under any responsibility or liability in relation thereto, notwithstanding that the premium upon the policy may not be at the same rates as that charged or paid to the Company by the Customer, or that the shipment was insured under a policy in the name of the Company. Insurance premiums and the charge of the Company for arranging the same shall be at the Customer's expense. If for any reason the goods are held in warehouse, or elsewhere, the same will not be covered by any insurance, unless the Company receives written instructions from the Customer. Unless specifically agreed in writing, the Company assumes no responsibility to effect insurance on any export or import shipment which it does not handle.

8. **Presenting Claims.** In no event shall the Company be liable for any act, omission or default by it in connection with an exportation or importation, unless a claim therefor shall be presented to it at its office within one hundred eighty (180) days from date of exportation or importation of the goods in a written statement to which sworn proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

9. **Liability of Company.** It is agreed that any claim or demand for loss, damage, expense or delay shall be only against the carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen or others to whose actual custody or control the goods may be entrusted at the time of such loss, damage, expense or delay, and that the Company shall not be liable or responsible for any claim or demand from any cause whatsoever, unless in each case the goods were in the actual custody or control of the Company and the damages alleged to have been suffered be proven to be caused by the negligence or other fault of the Company, its officers or employees, in which event the limitation of liability set forth in paragraph 8 herein shall apply. The Company shall not in any circumstances be liable for damages arising from loss of profit.

10. **Advancing Money.** The Company shall not be obliged to incur any expense, guarantee payment or advance any money in connection with the importing, forwarding, transporting, insuring, storing or cooping of the goods, unless the same is previously provided to the Company by the Customer on demand. The Company shall be under no obligation to advance freight charges, customs duties or taxes on any shipment, nor shall any advance by the Company be construed as a waiver of the provisions of this clause.

11. **Indemnification for Freight, Duties.** In the event that a carrier, other person or any governmental agency makes a claim or institutes legal action against the Company for ocean or other freight, duties, fines, penalties, liquidated damages or other money due arising from a shipment of goods of the Customer, the Customer agrees to indemnify and hold harmless the Company for any amount the Company may be required to pay such carrier, other person or governmental agency together with reasonable expenses, including attorney fees, incurred by the Company in connection with defending such claim or legal action and obtaining reimbursement from the Customer. The confiscation or detention of the goods by any governmental authority shall not affect or diminish the liability of the Customer to the Company to pay all charges or other money due promptly on demand.

12. **Sale of Perishable Goods.** Perishable goods or live animals to be exported or which are cleared through customs concerning which no instructions for disposition are furnished by the Customer may be sold or otherwise disposed of without any notice to the Customer, owner or consignee of the goods, and payment or tender of the net proceeds of any sale after deduction of charges shall be equivalent to delivery. In the event that any shipment is refused or remains unclaimed at destination or any transshipping point in the course of transit or is returned for any reason, the Customer shall nevertheless pay the Company for all charges and expenses in connection therewith. Nothing herein contained shall obligate the Company to forward or enter or clear the goods or arrange for their disposal.

13. **C.O.D. Shipments.** Goods received with Customer's or other person's instructions to "Collect on Delivery" (C.O.D.) by drafts or otherwise, or to collect on any specified terms by time drafts or otherwise, are accepted by the Company only upon the express understanding that it will exercise reasonable care in the selection of collection agent, correspondent, carrier or agent to whom it will send the item for collection, and the Company will not be responsible for any act, omission, default, suspension, insolvency or want of care, negligence or fault of such bank, correspondent, carrier or agent, nor for any delay in remittance lost in exchange, or loss during transmission, or while in the course of collection.

14. **General Lien on Any Property.** The Company shall have a general lien on any and all property (and documents relating thereto) of the Customer, in its possession, custody or control or en route, for all claims for charges, expenses or advances incurred by the Company in connection with any shipments of the Customer and if such claim remains unsatisfied for thirty (30) days after demand for its payment is made, the Company may sell at public auction or private sale, upon ten (10) days written notice, registered mail (R.R.), to the Customer, the goods, wares and/or merchandise, or so much thereof as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the Company. Any surplus from such sale shall be transmitted to the Customer, and the Customer shall be liable for any deficiency in the sale.

15. **Compensation of Company.** The compensation of the Company for its services shall be included with and is in addition to the rates and charges of all carriers and other agencies selected by the Company to transport and deal with the goods and such compensation shall be exclusive of any brokerage, commissions, dividends or other revenue received by the Company from carriers, insurers and others in connection with the shipment. In any referral for collection or action against the Customer for monies due to the Company, upon recovery by the Company, the Customer shall pay the expenses of collection and/or litigation, including a reasonable attorney fee.

16. **Picking Up Shipments or Samples.** The Company shall not itself be obligated to pick up a shipment from a carrier or a sample from U. S. Customs. Should the Company render such a service for and on behalf of the Customer, the Company shall not be responsible for loss or damage to the shipment unless it is in the actual custody and control of the Company or its employee and the loss or damage is caused by the negligence or other fault of the Company or its employee, in which event the limitation of liability set forth in paragraph 8 herein shall apply.

17. **No Responsibility for Governmental Requirements.** It is the responsibility of the Customer to know and comply with the marking requirements of U. S. Customs, the regulations of the U. S. Food and Drug Administration and all other requirements of law or official regulations. The Company shall not be responsible for action taken or fines or penalties assessed by any governmental agency against the shipment because of the failure of the Customer to comply with the law or the requirements or regulations of any governmental agency or with a notification issued to the Customer by any such agency.

18. **Loss, Damage or Expense Due To Delay.** Unless the services to be performed by the Company on behalf of the Customer are unduly delayed by reason of the negligence or other fault of the Company, the Company shall not be responsible for any loss, damage or expense incurred by the Customer because of such delay. In the event the Company is at fault, as aforesaid, its liability is limited in accordance with the provisions of paragraph 8 above.

19. **Construction of Terms and Venue.** The foregoing terms and conditions shall be construed according to the laws of the State of New York. Unless otherwise consented to in writing by the Company, no legal proceeding against the Company may be instituted by the Customer, its assigns, or subrogee except in the City of New York.

APPROVED BY:
NATIONAL CUSTOMS BROKERS & FORWARDERS ASSOC. OF AMERICA, INC. - NEW YORK FOREIGN FREIGHT FORWARDERS & BROKERS ASSOC., INC. - CUSTOMS BROKERS & FORWARDERS ASSOC. OF MIAMI, INC. - SAN FRANCISCO CUSTOMS BROKERS ASSOC. - CUSTOMS BROKERS ASSOC. OF CHICAGO, INC. - BOSTON CUSTOMS BROKERS & INTERNATIONAL FORWARDERS ASSOC. - CUSTOMHOUSE BROKERS & INTERNATIONAL FREIGHT FORWARDERS ASSOC. OF WASHINGTON STATE - LOS ANGELES CUSTOMS & FREIGHT BROKERS ASSOC., INC. - CUSTOMS BROKERS ASSOC., NORTHERN U.S. BORDER - BALTIMORE CUSTOMHOUSE BROKERS & FORWARDERS ASSOC. - PHILADELPHIA FREIGHT BROKERS, FORWARDERS & CUSTOMS BROKERS ASSOC. - NEW ORLEANS ASSOC. OF CUSTOMS BROKERS, INC. - DETROIT CUSTOMHOUSE BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - COLUMBIA RIVER CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - INDEPENDENT FREIGHT FORWARDERS & BROKERS ASSOC. OF SAVANNAH, INC. - ASSOC. OF FORWARDING AGENTS & FOREIGN FREIGHT BROKERS OF MOBILE - CUSTOMS BROKERS & FREIGHT FORWARDERS ASSOC. OF CHARLESTON, S.C. INC. - EXPORT-IMPORT ASSOC. OF VIRGINIA

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Received from ROYAL NETHERLANDS STEAMSHIP COMPANY the following Bill of Lading, the freight charges on which we acknowledge to be due and promise to pay within 15 days from date of vessel's sailing at the office of ROYAL NETHERLANDS STEAMSHIP COMPANY, 25 Broadway, New York, N.Y. 10004. This due bill until paid to be First Lien on the goods for the amount for which it is given, plus any expenses incidental to the collection thereof until payment has been effected. In the event the Bill of Lading is issued to a Freight Forwarder, it is understood and agreed that the Freight Forwarder is the Agent for the Shipper.

H. V. D.

NOV 25 1974

PLEASE RETURN ONE COPY OF
THIS BILL WITH YOUR PAYMENT

By: _____

Shipper's Agent J.M. RODGERS CO. 11/15

Shipper AMERICAN BANK NOTE CO.

Vessel METE OOR

Sailing date 1114 74

Port of loading NEWYORK

Via/Port of discharge PTPRINCE

Final destination

Reference # E6349

Number of B/L 119

Due bill # 32770

Amount due 242.18

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES) TO SHIPPER VIA

SHIPPER / EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK N.Y. 10004		DOCUMENT NO. MESSENGER. AG 11/11/74
		EXPORT REFERENCES E 6349. H.V.D. NOV 25 1974
CONSIGNEE BANQUE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT AU-PRINCE, HAITI, ATTN : SENIOR SUB- MGR.		FORWARDING AGENT—REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2645 NEW YORK, N.Y. 10048 REF: PRC-431
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.
PIER FT 39 ST. BROOKLYN.		DOMESTIC ROUTING / EXPORT INSTRUCTIONS
EXPORTING CARRIER (VESSEL) METEOR SLG 11/14	PORT OF LOADING NEW YORK.	ONWARD INLAND ROUTING
PORT OF DISCHARGE PORT -AU- PRINCE.	FOR TRANSSHIPMENT TO	

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU- PRINCE HAITI.,ATTN SENIOR SUB- MAGR. MADE IN USA PRINTED MATTER UNISSUED BANK NOTE FORMS. # 1960/ 1969	10	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE FORMS) OCEAN FREIGHT PAID.	2100 #	55-0
"United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."				

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

MO. DAY YEAR B/L NO.

By _____

11 14 74 119



ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.
WILLEMSTAD, CURACAO N.A.
AFF. KONINKLIJKE NEDERLANDSCHE STOOMBOOT-MAATSCHAPPIJ N.V.
AMSTERDAM, HOLLAND

Branch Office in the United States
ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES).

25 Broadway, NEW YORK

Head Office:
ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.

39 c Bredestraat, WILLEMSTAD, CURACAO N.A.

RECEIVED IN APPARENT GOOD ORDER AND CONDITION, UNLESS OTHERWISE INDICATED HEREIN FOR SHIPMENT WITH THE VESSEL NAMED HEREIN OR SUBSTITUTE, THE GOODS OR PACKAGES MENTIONED ON REVERSE SIDE (WEIGHT, MEASUREMENTS, MARKS, NUMBERS, CONTENTS, QUANTITY, QUALITY AND VALUE UPON SHIPPER'S STATEMENT AND UNKNOWN TO THE CARRIER) TO BE CARRIED TO THE PORT OF DISCHARGE NAMED ON THE REVERSE SIDE HEREOF, SUBJECT TO THE FOLLOWING CONDITIONS.

1. **Definitions.** In this bill of lading, the word "ship" shall include any substituted vessel, and any craft, lighter or other means of conveyance owned, chartered, operated or employed by the Carrier, subject to clause 22 hereof; the word "Carrier" shall include the ship, her owner, operator, demise charterer, time charterer, master and any substituted Carrier, whether the owner, operator, charterer or master shall be acting as Carrier or bailee; the word "shipper" shall include the person named as such in this bill of lading and the person for whose account the goods are shipped; the word "consignee" shall include the holder of the bill of lading, properly endorsed, and the receiver and the owner of the goods; the word "charges" shall include freight and all expenses and money obligations incurred and payable by the goods, shipper, consignee, or any of them.

2. **Law of Application.** This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, which shall be deemed to be incorporated herein and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. The Carrier shall be entitled to the full benefit of the provisions of Section 4241 to 4246 inclusive of the Revised Statutes of the United States and amendments thereto, in case the carrying ship is not chartered by demise but on time or voyage charter basis. This bill of lading shall be construed and the rights of parties thereunder determined according to the law of the United States. If any term or condition contained in this Bill of Lading is proved to be repugnant to or inconsistent with any compulsory applicable Act or rule of law such term or condition shall be void to the extent of such repugnancy or inconsistency but no further.

3. **Jurisdiction.** All actions against the carrier, as carrier or otherwise, under and/or relating to the present contract, whether in personam or in rem, shall be brought before the Court where the Carrier has its principal place of business, even in case of connexity, plurality of defendants, summons for or in third party procedure and/or tort, and no other foreign Court shall have jurisdiction with regard to any such action unless the carrier appeals to another jurisdiction or voluntarily submits himself thereto.

4. **Period of Responsibility.** The Carrier shall not be liable for loss of or damage to the goods during the period before loading into and after discharge from the vessel however such loss or damage arises.

Goods in the custody of the Carrier shall be subject to discharge whether being forwarded to or from the ship or whether awaiting shipment, whether landed or stored, or put into bulk or craft belonging to the Carrier or not, or pending transshipment at any stage of the whole transport, are in such custody at the sole risk of the consignee.

The words "loading" respectively "discharge" mean

a. the moment when the tackle (whether or not belonging to the ship) loading the goods into or upon, respectively discharging the goods out of or from the steaming ship is hooked on to lift the goods, respectively is unhooked.

b. for goods which are loaded, respectively discharged, by means of elevator, the moment when the goods leave respectively enter the shaft belonging to or connected with the elevator.

c. for goods which are loaded, respectively discharged, by means of grab or similar instrument, the moment when the goods are brought out of, respectively in, the grab (or similar instrument), in, respectively out of, the hold of space of the steaming ship.

d. for any liquid cargo in bulk, the moment when the liquid cargo enters, respectively leaves, any pipe or tank belonging to the steaming ship's equipment.

Each component part of the goods shipped or to be shipped under this Bill of Lading shall for the purpose of this clause be considered on its own.

5. **The Voyage.** The scope of voyage herein contracted for shall include usual or customary or advertised ports of call, whether named in this contract or not, and any port or ports in or out of the advertised route, or any other port or ports, even though not proceeding thereon, the ship may sail beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route. The ship may call at any port for the purposes of the current voyage or of a prior or subsequent voyage. The ship may omit calling at any port or ports whether scheduled or not, and may call at the same port more than once, may, either with or without the goods on board, and before or after proceeding toward the port of discharge, adjust, compas, dry, go on ways or to repair yards, make repairs, shift berths, take fuel or stores, remain in port, sail without pilots, take tow and be towed, and save or attempt to save life or property, and all other things are included in the contract voyage.

6. In any situation whatsoever, or whenever occurring, occurring or anticipated before commencement of or during the voyage, which in the judgment of the Carrier or master is likely to give rise to capture, seizure, detention, damage, delay or disadvantage to or loss of the ship or any part of her cargo, or to make it unsafe, imprudent, or unlawful for any reason to proceed on or continue the voyage or to enter or discharge the goods at the port of discharge or the port of transshipment or the usual place of discharge in such ports or to give rise to delay or difficulty in proceeding, discharging at or leaving the port of discharge or the usual place of discharge in such ports, the Carrier, whether or not proceeding toward or entering or attempting to enter the port of discharge or reaching or attempting to reach the usual place of discharge therein or attempting to discharge the goods there, may, without giving any prior notice, discharge the goods into depot, barge, craft, or other place and the goods shall be liable for any extra expense thereby incurred, or the master may proceed or return, directly or indirectly, to or stop at such other port or place whatsoever as he or the Carrier may consider safe or advisable under the circumstances and discharge the goods or any part thereof there, without giving any prior notice and, when landed as hereinabove provided, the goods shall be at their own risk and expense, the delivery thereof by the Carrier shall be considered complete and the Carrier shall be freed from any further responsibility in respect thereof except to mail notice of the disposition of the goods directed to the shipper or consignee named in the bill of lading at such address as may be stated therein, or the master may retain the cargo on board until the return trip or until such time as he or the Carrier thinks advisable, or the master may forward the goods by any means by water or by land, or by both such means, at the risk and expense of the goods. For any services rendered to the goods as hereinabove provided, the Carrier shall be entitled to a reasonable extra compensation.

Another vessel may be substituted for the ship, without notice, whenever and wherever the Carrier deems it desirable, whether or not the substituted vessel be owned or operated by the Carrier, or arrives or departs or is scheduled to arrive or depart before or after the ship.

7. The Carrier, master and ship shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination, delivery or otherwise lawfully given by the government of any nation or department thereof or by the United Nations or any person acting or purporting to act with the authority of such government or of any department thereof, or by any committee or person having under the terms of the war risk insurance on the ship, the right to give such orders or directions. Delivery or other disposition of the goods in accordance with such orders or directions shall be a fulfillment of the contract voyage. The ship may carry contraband, explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed and with or without convoy.

8. **Ownership and/or Agency and/or Master.** In the event of existing, threatening or impending adverse weather or ice conditions, have sole discretion to decide whether the vessel shall or shall not proceed to or enter the port of loading or discharge, or if the vessel shall have entered the port of loading or discharge whether, if loading or discharge has commenced the vessel shall or shall not continue loading or discharging or, if loading or discharge has not begun, whether the vessel shall or shall not commence to load or discharge, and whether the vessel shall or shall not in any of these events proceed to the nearest convenient harbor port and there load or discharge or complete loading or discharge. Any and all extra expenses and/or risk of forwarding otherwise in consequence thereof shall be borne entirely by the Shipper and/or Consignee of the goods.

9. **Transshipment, Forwarding etc.** The vessel or the Carrier or master may deem it advisable or in any case where the goods are consigned to a point where the ship does not call to discharge, the Carrier or master may, without notice, forward the whole or any part of the goods before or after discharge, at the original port of shipment or any other place or places even though outside the scope of the voyage or the route to or from, in the port of discharge or the destination of the goods, by any vessel, vessels or other means of transportation, by water or by land, in any of both such means, whether operated by the Carrier or by others, and whether departing or arriving or scheduled to depart or arrive before or after the ship expected to be used for the transportation of the goods. This Carrier, in making arrangements for any transshipping or forwarding vessel or means of transportation not operated by this Carrier, shall be considered solely the forwarding agent of the shipper and without any other responsibility whatsoever.

All responsibilities of the carrier in any capacity shall altogether cease and the goods shall be deemed delivered by him and this contract of carriage shall be deemed fully performed in actual or constructive delivery of the goods to himself as agent of the shipper and consignee or to any such person or persons at port of discharge from ship or elsewhere in case of an earlier transshipment. This shipper and consignee shall be liable to the carrier for and shall indemnify him against all expense of forwarding and transshipping, including any increase in or additional freight or other charges whatsoever. This carrier shall not be responsible for the acts, neglect, delay, or failure to act of anyone to whom the goods are entrusted or delivered for storage, handling, or any service incidental thereto.

10. The carriage by land, transshipping or forwarding by carrier and all transshipping or forwarding shall be subject to all the terms whatsoever in the regular form of bill of lading, freight note, contract or other shipping document used at the time by such carrier, whether issued for the goods or not, and even though such terms may be less favorable to the shipper or consignee than the terms of this bill of lading and may contain more stringent requirements as to notice of claim or commencement of suit and may exempt the carrier from liability for negligence. The shipper expressly authorizes the Carrier to arrange with any such transshipping or forwarding carrier that the lowest valuation of the goods or limitation of liability contained in the bill of lading or shipping document of such carrier shall apply, and that the shipper or consignee shall be bound by such valuation or limitation of liability in case of an earlier transshipment or at any other risk and expense and the Carrier shall not be liable for detention. The carrier or master, in the exercise of his discretion, may at any time, whether or not customary, and without notice require the goods to be lighterized to or from the ship at the risk and expense of the goods and, in this event, the carrier or master may make arrangements for lighterage or use of craft but, in so doing shall be considered solely as the agent of the shipper and consignee and without any responsibility whatsoever. The carrier shall not be responsible for the choice of, condition, seaworthiness or manning of such lighter or craft nor for any loss or damage to the goods while on such lighter or craft or in the custody of the lighterage. If the goods are lighterized or are forwarded by lighter or craft operated or controlled by the carrier himself the carrier in any capacity whatsoever shall be responsible for loss of or damage to or in connection with the goods, however caused, even in case of negligence, and may collect the cost thereof from shipper or consignee.

11. **Accuracy of Description of Goods.** The shipper, whether principal or agent, affirms and warrants that the goods are properly and fully described, marked, packed, secured and packed in adequate containers and can be handled in ordinary course without damage to the goods, ship, or property or persons and guarantees the correctness of the particulars, weight of each piece or package and description of the goods. If the weight of any article or package is incorrectly given or no weight is declared of an article or package exceeding 1 ton and in consequence thereof any loss or damage arises either to the article or package or to the ship or other property of the carrier or of others, or if any loss of life or personal injury is sustained by any person or persons, the shipper and owner of the cargo shall be deemed to have acted fraudulently and shall be liable to the carrier for any claim of third parties. The carrier may at any time and for any purpose weigh, measure and value the goods and open packages and examine contents. The correctness of the marks, numbers, quantity, weight, measurement, contents, condition thereof, origin, nature, quality and value shall not be attributable to nor the responsibility of the carrier. Without limiting the generality of the foregoing it is agreed that as the carrier has no reasonable means of checking the quantity or weight of goods shipped (including bulk and liquid cargo), the carrier does not represent that the quantity or weight of such goods as furnished by the shipper and appearing in this Bill of Lading is accurate.

12. **Valuables.** The Carrier shall not be responsible for loss, pilferage, theft, precious stones or metals, bank notes, bonds

or other negotiable documents or valuables until actually delivered on board the ship to the master or other officer in charge of the deck at the time and signed by him. Delivery must be taken on the ship's dock at port of discharge and the Carrier's responsibility shall thereupon cease.

13. **Deck Cargo; Live Animals.** Goods may always be stowed on deck. Goods stowed in poop, forecastle, deckhouse, shelter deck, passenger space, store room, bunker space or any other covered-in space shall be deemed to be stowed under deck for all purposes, including General Average. Goods carried on deck and covered-in shall be so carried, and live animals are received, loaded, stowed, kept, carried, discharged and delivered solely at shipper's and for consignee's risk and the carrier shall not be liable for loss thereof or damage thereto even though resulting from unseaworthiness or from lack of due diligence to make the vessel seaworthy or from any fault, negligence or omission of the carrier personally or of his servants, agents or subcontractors.

14. **Special Heating, Cooling and Ventilation.** The carrier does not undertake to carry any goods in refrigerated or specially cooled, air-conditioned, heated or ventilated compartments, and shall not be liable for any loss or damage for failure to do so, unless such carriage is expressly stipulated for herein.

15. **Delay.** The carrier, as carrier or in any other capacity whatsoever, shall not be liable for loss or damage arising or resulting from delay, no matter what the cause thereof may be.

16. **Discharge and Delivery.** The Carrier may commence discharge immediately on arrival of the ship without giving notice of arrival or discharge and may discharge the goods directly to come to hand at or onto any wharf, craft or place that the Carrier may select, and continuously Sundays and holidays included, at all such hours by day or by night as the Carrier may determine so matter what the state of the weather or custom of the port may be. The consignee as soon as the goods are at disposal for removal, shall receive and take delivery from ship's tackle or elsewhere as required by the carrier, whether the goods are damaged, unmerchantable or have lost their identity in default whereof the carrier may, subject to any lien, send the goods to store, put them in lighters or other craft, or otherwise dispose of them; always at the risk and expense of the goods.

17. The carrier shall not be liable in respect whatsoever of heat or refrigeration or special cooling or ventilating facilities shall not be furnished during loading or discharge or any part of the time that the goods are upon the wharf, craft, or other loading or discharging place and the carrier does not undertake to furnish such facilities. The Carrier may require the consignee to furnish lighters and other craft, cranes, derrick, wharf and other facilities, to enable the ship to discharge as soon as the ship is ready and as fast as the master may require, and the goods shall be liable for all loss and expense resulting from any detention of the ship caused by consignee's delay, and default, demurrage shall be computed at the rate (United States currency) per net registered ton per running day specified in the applicable tariff of the Carrier or on the face hereof.

Whenever the goods are received or taken by customs or other authorities or by the operator of any lighter, dock, warehouse, elevator or other facility, whether selected by the carrier, shipper or consignee, and whether public or private, such authority or operator shall be considered as having received possession and delivery of the goods solely as agent of and on behalf of the shipper and consignee, at the risk and expense of the goods and subject to any lien of the carrier thereon.

18. Unless consignee's tally checks check the goods in co-operation with the ship's checkers the ship's checking shall be accepted by the shipper and consignee as conclusive evidence.

19. If required by the Carrier, one signed bill of lading duly endorsed must be surrendered to the agent of the ship at the port of discharge in exchange for delivery order.

Goods that cannot be identified as to marks or numbers, cargo sweepings, liquid residue and any unclaimed goods not otherwise accounted for shall be allocated for completing delivery to the various consignees of goods of like character in proportion to the apparent shortage, loss of weight or damage.

20. Consignees or parties applying for these goods are required to see that they get the right marks and numbers, and after the lighterage, truckman, wharfman, or the party applying for the goods, has signed for the same, the vessel and the carrier respectively are discharged from all responsibility for mis-delivery or non-delivery. The carrier shall not be responsible for failure to assort goods and to deliver goods separately in accordance with marks and numbers mentioned on the reverse side.

21. The goods shall be liable for all expense of mending, cooage, baling or reconditioning of the goods or packages and gathering of loose cargo or contents of packages, also for any payment, expense, fine, dues, duty, tax, impost, loss, damage or detention suffered or incurred by or levied upon the Carrier or the ship in connection with the goods, howsoever caused, including any action or requirement of any government or governmental authority or person purporting to act under the authority thereof, seizure under legal process or attempted seizure, invoice or insufficient marking, numbering or addressing of packages or description of the contents, failure of the shipper or consignee to procure consular, Board of Health or other certificates to accompany the goods, failure to comply with laws or regulations of any kind imposed with respect to the goods by the authorities at any port or place, or any act or omission of the shipper or consignee.

22. **Freight and other charges, Lien.** Freight shall be payable at Carrier's option, on gross invoice weight or measurement, or gross discharge weight or measurement, or ad valorem basis, or package basis. Freight may be calculated on the basis of the particulars of the goods furnished by the shipper herein but the Carrier may at any time open the packages and examine, weight, measure and value the goods. In case shipper's particulars are found to be erroneous and additional freight is payable, the carrier shall be liable therefor. Any expense incurred for examining, weighing, measuring and valuing the goods, if full freight hereunder in port of discharge named herein shall be considered completely earned in receipt of the goods by the Carrier, whether the freight be stated or intended to be prepaid or to be collected at destination, and the Carrier shall be entitled to all freight and charges due hereunder, whether actually paid or not, and to receive and retain them irreversibly under all circumstances whatsoever ship and/or cargo lost or not lost or voyage interrupted or abandoned. Full freight shall be paid whether the goods be damaged or lost, or packages be empty or partly empty. If there shall be a forced interruption or abandonment of the voyage at the port of shipment or en route, any forwarding of the goods or any part thereof shall be at risk and expense of the goods. All unpaid charges shall be paid in full and without any other counterclaim or deduction in the country of the port of shipment or at the Carrier's option, in the currency of the port of discharge at the demand rate of New York exchange as quoted on the day of the ship's entry at the Custom House or her port of discharge.

The Carrier shall have a lien on the goods, which shall survive delivery, for all charges due hereunder and may enforce this lien by public or private sale and without notice upon the goods or any part thereof and any other property belonging to the shipper or consignee which may be in the carrier's possession.

The shipper and consignee shall be jointly and severally liable to the Carrier for the payment of all charges and for the performance of the obligation of each of them under the terms of this bill of lading.

23. **Adjustment of Claims.** In case of any loss or damage to or in connection with goods exceeding in actual value \$ 500 lawful money of the United States, per package or, in case of goods not shipped in packages, per customary freight unit, the value of the goods shall be deemed to be \$ 500 per package or per customary freight unit, unless the nature of the goods and a valuation higher than \$ 500 shall have been declared in writing by the shipper upon delivery to the Carrier and inserted in this bill of lading and extra freight paid required and in such case if the actual value of the goods per package or per customary freight unit shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value. In view of the difficulty of ascertaining the exact market value at the port of destination, it is hereby agreed that the market value shall be deemed to be the invoice value, whether such value shall be higher or lower than exact market value.

24. Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier at the port of discharge before or at the time of the removal of the goods into the custody of the consignee or entitled to delivery thereof under the contract of carriage, such removal shall be prima facie evidence of the delivery by the Carrier of the goods as described in the bill of lading. If the loss or damage is not apparent the notice must be given within three days of the delivery. If the loss or damage is apparent the notice must be given within one year after the delivery of the goods of the date when the goods should have been delivered.

25. **Identity of carrier.** If the carrying ship is not owned by the Company by whom this Bill of Lading is issued, this Bill shall be effect only as a contract with the Owner as principal made through the agency of the said Company, who acts as agent only and shall be under no personal liability whatsoever in respect thereof.

26. **General Average.** General Average will be adjusted and payable at New York or elsewhere at the option of the carrier, according to the York-Antwerp Rules 1950 and as to matters not therein provided according to the laws and usage of the place of adjustment. General Average shall be prepared by average adjusters selected by the parties and adjusted to conform to the settlement and collection of the average subject to the customary charges. General Average shall be adjusted in the currency or currencies at the option of the Carrier. The Carrier and to the extent to the amount owed by the Carrier as a security for the contribution ultimately due, the Carrier not being bound to deliver the goods to the consignees unless such Bond has been signed and deposit has been paid. Cargo not shipped under a bill of lading shall not contribute in General Average.

All costs, sacrifices and expenditures, incurred in the event of stranding to bring the vessel afloat (including towage and salvage expenses if the vessel and cargo were not in immediate or prospective peril, to be considered in General Average). In the event of accident, danger, damage, or disaster, before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the Carrier, salving shall be paid for as fully as if such salving ship were owned by a stranger. Such deposit as the Carrier or his agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, shippers, consignees or owners of the goods to the Carrier before delivery.

27. **Servants and Agents.** It is hereby expressly agreed that no servant or agent of the carrier (including every stevedore or other independent contractor from time to time employed by the Carrier) shall in any circumstances whatsoever be under any liability whatsoever to the Shipper, Consignee or Owner of the goods or to any holder of this Bill of Lading for any loss, damage or delay of whatsoever kind arising or resulting directly or indirectly by any act, neglect or default on his part while acting in the course of or in connection with his employment and, without prejudice to the generality of the foregoing provisions in this Clause, every exemption, limitation, condition and liberty herein contained and every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier or to which the Carrier is entitled hereunder shall also be available and shall extend to protect every servant or agent of the Carrier acting as aforesaid and for the purpose of all the foregoing provisions of this Clause the Carrier or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all persons who are or might be his servants or agents from time to time (including stevedores or other independent contractors as aforesaid) and all such persons shall to this extent be deemed to be parties to the contract in or evidenced by this Bill of Lading.

(continued on reverse side)

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES) TO SHIPPER VIA

SHIPPER / EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK N.Y. 10004		DOCUMENT NO. MESSENGER. AG 11/11/74 H.V.D. NOV 25 1974	
CONSIGNEE BANQUE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT AU-PRINCE, HAITI, ATTN : SENIOR SUB- MGR.		FORWARDING AGENT—REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2655 NEW YORK, N.Y. 10048 REF: FNG-431	
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
PIER FT 39 ST. BROOKLYN.		DOMESTIC ROUTING / EXPORT INSTRUCTIONS	
EXPORTING CARRIER (VESSEL) METEOR SLG 11/14	PORT OF LOADING NEW YORK.	ONWARD INLAND ROUTING	
PORT OF DISCHARGE PORT -AU- PRINCE.	FOR TRANSSHIPMENT TO		

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU- PRINCE HAITI.,ATTN SENIOR SUB- MAGR. MADE IN USA PRINTED MATTER UNISSUED BANK NOTE FORMS. # 1960/ 1969	10	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE FORMS) OCEAN FREIGHT PREPAID.	2100 #	55-0
"United States law prohibits disposition of these commodities to the Soviet bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."				

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

cu.	ft.	@	per 40 cu. ft.		
	"	"	"		
	"	"	"		
	"	"	"		
	"	"	"		
	"	"	"		
Lbs.	@		per 2000 lbs.		
	"	"	"		
	"	"	"		
	@				
	@				
	@				
TOTAL U.S. CURRENCY					

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

MO. DAY YEAR B/L NO.

By _____

11.14.74 119

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665

NEW YORK, N.Y. 10048



F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD

FORWARDING INSTRUCTIONS

From AMERICAN BANK NOTE COMPANY
Address 70 BROAD ST., N.Y.C. 10004

Date NOV. 11, 1974

Our Reference No. 2-0701-484

MARKS & NOS.	NO. AND KIND OF PACKAGES	CONTENTS	GROSS WEIGHT	NET WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - BANK NOTE FORMS) #1960/1969	LA	10 WOODEN CASES - PRINTED MATTER - INCOMPLETE BANK NOTE FORMS UNISSUED EA CASE - 28 1/2 X 22 X 14 3/4	2100	2600 1680	55 CFT
EITHER ONE OF THESE CLAUSES MUST APPEAR ON YOUR INVOICES:		THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION... DIVERSION CONTRARY TO U.S. LAW PROHIBITED.	United States Law prohibits disposition of these commodities to the Soviet Bloc, Communist China, North Korea, Macao, Hong Kong, Government Controlled areas of Viet Nam and Laos and Cuba unless otherwise authorized by the United States.		
SCHEDULE B COMMODITY NO.		SPECIFY A or B	GENERAL LICENSE (G. DEST.) A)		EXPORT LICENSE NO. B)

MAKE BILLS OF LADING IN THE NAME OF **ALL CHARGES TO US** AS SHIPPER

CONSIGN TO ORDER OF

ULTIMATE CONSIGNEE (FULL NAME AND ADDRESS)
**BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI - ATTN: SENIOR SUB-MGR.**

PORT OF DISCHARGE

PORT-AU-PRINCE

VALUE FOR CUSTOMS PURPOSES

\$13,723.

INLAND FREIGHT TO BE PAID BY:	CARTAGE TO STEAMER TO BE PAID BY:	YOUR SERVICES TO BE PAID BY:	INSURANCE EFFECTED BY <input type="checkbox"/> US <input type="checkbox"/> CONSIGNEE
OCEAN FREIGHT TO BE PAID BY:	CONSUL FEES AND BLANKS TO BE PAID BY:	EFFECT INSURANCE FOR: \$	PREMIUM TO BE PAID BY:

COLLECT FOR OUR ACCOUNT <input type="checkbox"/> OPEN ACCOUNT	AMOUNT \$	METHOD OF COLLECTION <input type="checkbox"/> C.O.D. <input type="checkbox"/> S/D <input type="checkbox"/> L/C (ORIG. OR EXACT COPY OF L/C MUST ACCOMPANY THESE) INSTRUCTIONS	
	NAME OF BANK FOR COLLECTION		

MAIL	ORIGINAL DOCUMENTS TO: TO US & 1 COPY N/N B/L
	NON-NEGOTIABLE COPIES TO:

SPECIAL INSTRUCTIONS **OUR TRUCK WILL DELIVER TO PIER ON NOV. 13TH - SHIPMENT WILL BE OFF LOADED IMMEDIATELY INTO A CONTAINER. SAID CONTAINER TO BE SEALED & IMMEDIATELY PUT ON BOARD SHIP. BOOK FOR SAILING ON S.S. METEOR ON NOV. 14TH. YOU WILL MAKE OUT CONSULAR FORMS.**

ENCLOSURES:

EXPORT DECLARATION

We hereby authorize you to sign and endorse all documents in connection with this shipment.
The above is a correct declaration and should the shipment for any cause be refused or returned, we agree to pay any and all charges incurred.
Claims for loss or damage to packages or contents waived unless insured.

Yours truly,

INSTRUCTIONS TO CARRIER

DOCK RECEIPT TO SHIPPER VIA

SHIPPER/EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK N.Y. 10004		DOCUMENT NO. MESSENGER. HAG 11/11/74 H.V.D. NOV 25 1974	
CONSIGNEE BANQUE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERICAL, PORT AU-APRINCE, HAITI, ATTN : SENIOR SUB- MGR.		EXPORT REFERENCES E 6349.	
		FORWARDING AGENT - REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF: 431	
NOTIFY PARTY SAME AS ABOVE.		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
PIER OR AIRPORT FT 39 ST. BROOKLYN.		DOMESTIC ROUTING/EXPORT INSTRUCTIONS	
EXPORTING CARRIER (Vessel/Airline) METEOR SLG 11/14	PORT OF LOADING NEW YORK.	ONWARD INLAND ROUTING	
AIR/SEA PORT OF DISCHARGE PORT -AU- PRINCE.	FOR TRANSSHIPMENT TO		

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU- PRINCE HAITI.,ATTN SENIOR SUB_ MAGR. MADE IN USA PRINTED MATTER UNISSUED BANK NOTE FORMS. # 1960/ 1969	10	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE FORMS) OCEAN FREIGHT PREPAID.	2100 #	55-0 D
"United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba or Southern Rhodesia, unless otherwise authorized by the United States."				

IMPORTANT:

- ☒ DO NOT LOAD ON VESSEL IF RECEIVED SHORT OR WITH EXCEPTIONS—IN EITHER CASE NOTIFY US IMMEDIATELY.
- ☐ ON BOARD B/L REQUIRED DATED NO LATER THAN _____.
- ☐ SIGNED & UNSIGNED NON-NEGOTIABLE COPIES REQUIRED.
- ☒ SPECIAL INSTRUCTIONS: 11/13/74 IS THE LATEST DELIVERY.

HECTOR LUCIANO.

EXPORT DEPARTMENT

FORM 510

APPERSON BUSINESS FORMS, INC. - LOS ANGELES - NEW YORK

WHSE NO. 0921

DOCK RECEIPT

SHIPPER
BANK NOTE COMPANY
ROAD STREET,
NEW YORK N.Y. 10004

DOCUMENT NO.
MESSENGER.

DOCK RECEIPT TO SHIPPER VIA
AG 11/11/74

EXPORT REFERENCES

E 6349.

H. V. D.

NOV 25 1974

CONSIGNEE

BANQUE DE LA REPUBLIQUE D'HAITI,
DEPARTEMENT COMMERICAL,
PORT AU-APRINCE, HAITI,
ATTN : SENIOR SUB- MGR.

FORWARDING AGENT - REFERENCES

J. M. RODGERS CO., INC.
ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048

REF:

FMC-431

POINT AND COUNTRY OF ORIGIN

NEW YORK U.S.A.

NOTIFY PARTY

SAME AS ABOVE.

DOMESTIC ROUTING/EXPORT INSTRUCTIONS

PIER OR AIRPORT

FT 39 ST. BROOKLYN.

EXPORTING CARRIER (Vessel/Airline)

METEOOR SLG 11/14

PORT OF LOADING

NEW YORK.

ONWARD INLAND ROUTING

AIR/SEA PORT OF DISCHARGE

PORT -AU- PRINCE.

FOR TRANSSHIPMENT TO

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU- PRINCE HAITI.,ATTN SENIOR SUB- MAGR. MADE IN USA PRINTED MATTER UNISSUED BANK NOTE FORMS. # 1960/ 1969	10	LICENSE G-DEST WOODEN CASES PRINTED MATTER (INCOMPLETE FORMS) OCEAN FREIGHT PREPAID.	2100 #	55-0
"United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."				

DELIVERED BY:

LIGHTER
TRUCK

ARRIVED- DATE TIME

UNLOADED-DATE TIME

CHECKED BY

PLACED IN SHIP
ON DOCK LOCATION

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT
TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF
DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE
THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES
OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND
MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY

RECEIVING CLERK

DATE

502

WHSE NO. 0846

ONLY CLEAN DOCK RECEIPT ACCEPTED.

5104

Started Date
Finished Date
Location

SHIPPERS ARE REQUIRED TO FILL OUT AS BELOW

CONSULAT DE LA



001195 H. V. D. E-6349 M
NOV 25 1974 CONSULAR INVOICE
REPUBLIQUE D'HAITI

B. L. No. 119

Marks (Marques)
and Country of Origin
BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI PORTAU
PRINCE HAITI ATT
SENIOR SUB MAGR
MADE IN U.S.A.

Merchandise Shipped on the S.S.: METEOR - DUTCH on 11-14-74
 Marchandises expédiées sur le SS. Nationality - Name (nom) Date of Sailing
 Sailing from the Port of NEW YORK for PORT AU PRINCE, Haiti
 Partant du port de NEW YORK Pour
 Name and Address of Shipper AMERICAN BANK NOTE CO 70 BROAD ST. NEW YORK N Y
 Nom et adresse de l'expéditeur
 Consigned to order of BANQUE DE LA REPUBLIQUE D'HAITI
 Consignées à l'ordre de DEPARTEMENT COMMERCIAL
 Notify LOS MISMOS of PORT AU PRINCE, Haiti
 Notifier de

PRINTED MATTER

MADE IN U.S.A. PRINTED MATTER			Weights in Poids en K I L O S		Values in U.S. Currency
Numbers Numéros	Number of pieces Nombre de colis	Nature of Packing Nature de l'emballage	Gross Brut	Net Net	Valeur en Monnaie des E.U.
UNISSUED BANK NOTE FORMS 1960/69					
10	CAJAS	PRINTED MATTER (INCOMPLETE FORMS)	953	762	\$ 13458.56

Port Messenger Service Corp.
One World Trade Center
SUITE 2869
NEW YORK, N. Y. 10048
432-0880
Exp
NEW

ORIGINAL

RECEIVED
LE GENERAL D'HAÏTI
NEW YORK

WILSON FLORESTAL

18121581 E

We affirm that this invoice is a correct and faithful expression of the truth, l'affirme que cette facture est l'expression sincère et fidèle de la vérité, that it corresponds in every particular with our books, and that neither the qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle, usual designation, nor the weights, nor the quantity or quality, nor the value ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles and origin named therein are in any way altered, and are thereof exactly the qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que same than those appeared on our Export Declaration No. submitted to the U. S. Custom House. of (date) de soumise à la Douane des Etats-Unis.

NEW YORK Date NOV 19 1974

J M RODGERS CO INC

Name of forwarding agent, broker or commissioner, etc.

AMERICAN BANK NOTE COMPANY

Shippers —
Expéditeurs

Per: _____ Signature _____

NOTE:—In all cases where the merchandise is taxed at net weight, the weight to be taxed of said merchandise will include all interior or immediate packing, including the paste board boxes or objects made of paste board, not subject to a higher tax. (Article 29, Law of July 26, 1926.)

Dans tous les cas où les marchandises sont taxées au poids net, le poids imposable des dites marchandises comprendra tous les emballages antérieurs ou immédiats, y compris les cartons ou objets en carton, non soumis à un droit plus élevé (Article 29, loi du 26 Juillet, 1926.)

ARRANGEMENT OF DOCUMENTS:

3 Consular Invoices and 3 Original Bills of lading clipped or stapled together, the invoice on top.

To each of the remaining Consular invoices a copy of signed B/L must be stapled and the whole set clipped together.

Value of merchandise ———
Valeur des marchandises
Packing (if not included in the value of the merchandise) ———
Emballage (s'il n'est pas compris dans la valeur des marchandises)
Inland Freight, Bill of Lading, Wharfage and Trucking Charges
Frêt et frais du connaissement, embarquement et camionnage.

Total F. O. B. Value

Brokerage fees —
Commission d'achat

Interest
IntérêtsExport Duties paid at Port of Origin _____
Impôts de douane payés au port d'origine

Export Duties paid at Port of Origin
Droits d'exportation acquittés au port d'origine
Ocean Freight and Bill of Lading Expenses (including
embarking and disembarking)

Frêt et frais du connaissance, embarquement et débarquement
compris

Insurance
Assurance

Consular fees:	Stamp on Inv. (\$1.20)
Droits consulaires:	B/L visa (\$2.00) —

Other expenses
Autres frais

Total amount of invoice
Montant total de la facture

CONSULAR INVOICE FEES

CONSULAR INVOICE FEES	
*For any merchandise being shipped by boat to Haiti and whose value FOB is inferior to \$200.00 — the fee is \$3.00 plus B/L visa and Stamps	7.40
Over \$200.00 — the fee is 2% on the value FOB plus B/L visa and Stamps	3.20
Visa for Certificate of Origin \$2.00 plus Stamps \$1.20	3.20
Visa for Commercial Invoice if requested \$2.00 plus Stamp \$1.20	3.20
ADDITIONAL FEES:	
Visa on Consular Invoice requested after 4 p.m.	2.00*
Visa on Consular Invoice requested on holidays	4.00*

Ecl Rodgers 114

H. V. D.
DEC - 4 1974

BANQUE NATIONALE DE LA RÉPUBLIQUE D'HAÏTI

DÉPARTEMENT COMMERCIAL

BANQUE DE L'ETAT HAÏTIEN AU CAPITAL AUTORISÉ DE VINGT-CINQ MILLIONS DE GOURDES

TRÉSORIÈRE DE L'ETAT ET BANQUE D'EMISSION

SUCCURSALES ET AGENCES DANS TOUS LES PORTS OUVERTS D'HAÏTI

ADRESSE TÉLÉGRAPHIQUE
INSULAIRE

SIÈGE SOCIAL ET BUREAU PRINCIPAL: PORT-AU-PRINCE, HAÏTI

PORT-AU-PRINCE, November 22, 1974

RÉFÉRENCE SD/A-1

*ack'd dec 2/74
mab*

American Bank Note Company
70 Broad Street
New York, N.Y. 10004.

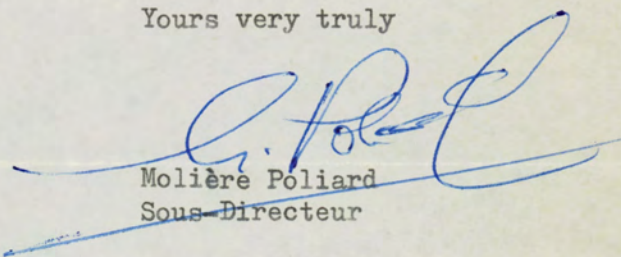
Att.: Assistant Manager
International Division

Gentlemen :

We are pleased to enclose herewith our bank draft No.22973 on the Chase Manhattan Bank, New York for ONE HUNDRED ELEVEN THOUSAND ONEHUNDRED FIFTY TWO DOLLARS & 80/100 (\$111.152.80) in payment of your invoices B-975 and B-1204 covering shipment 6.000.000 bank notes of 1 gourde and 2.000.000 bank notes of 5 gourdes, made in accordance with our order dated May 9, 1974.

Thanking you for your cooperation, we remain

Yours very truly


Molière Poliard
Sous-Directeur

ob.

H. V. D.

DEC 19 1974



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

TELEPHONE: (212) 944-6200

CABLE ADDRESS "BANKNOTE" NEW YORK

November 22, 1974

INTERNATIONAL DIVISION

Banque Nationale de la Republique
d'Haiti
Departement Commercial
Port-au-Prince, Haiti

Attention: Senior Sub-Manager

Gentlemen:

CONFIRMATION OF SHIPMENT

We have shipped to you per the S.S. "Meteoor", which sailed for Port-au-Prince on November 14th, one hundred sixty (160) cases, Nos. 1810/1969, containing:

9,000,000 Notes, 1 Gourde, Nos. AG000001 - AG 1000000
AH000001 - AH 1000000
AJ000001 - AJ 1000000
AK000001 - AK 1000000
AL000001 - AL 1000000
AM000001 - AM 1000000
AN000001 - AN 1000000
AP000001 - AP 1000000
AQ000001 - AQ 1000000

3,000,000 Notes, 5 Groudes, Nos. Q 000001 - Q 1000000
R 000001 - R 1000000
S 000001 - S 1000000

1,000,000 Notes, 2 Gourdes, Nos. E 000001 - E 1000000

which is a partial shipment of your order of May 9, 1974.

We enclose herewith the original Bill of Lading, Consular Invoice, and Shipping Invoice, each in triplicate. We also our bill in triplicate in the amount of U.S.\$180,452.60 covering this shipment.

For your convenience, we are enclosing a copy of this letter which you may initial and return to us as evidence of your receipt of the above mentioned cases and documents herewith.

Cases and Documents
received

Signed

ADRIEN W. BONNEFIL
Sous-Directeur

Date
Encls.

• Very truly yours,

AMERICAN BANK NOTE COMPANY

Assistant Manager
International Division

H. V. D.
DEC - 4 1974

December 2, 1974

Banque Nationale de la République d'Haiti
Département Commercial
Port-au-Prince, Haiti

Attention: M. Molière Poliard
Sous-Directeur

Gentlemen:

Your Reference SD/A-1

We acknowledge receipt of your letter of November 22 enclosing bank draft No. 22973, dated November 21, drawn to our order on The Chase Manhattan Bank, N.A., New York, in the amount of US\$111,152.80, in payment of our Invoices Nos. B975 and B1204.

Thanking you for this remittance, we remain

Very truly yours,

AMERICAN BANK NOTE COMPANY

Assistant Treasurer

BCC: M. Georges N. Leger
Mr. R. S. Jagger

(MAB/mag)

H. V. D.
DEC 12 1974

December 11, 1974

Banque Nationale de la Republique
d'Haiti
Departement Commercial
Port-au-Prince, Haiti

Attention: Senior Sub-Manager

Gentlemen:

CONFIRMATION OF SHIPMENT

We have shipped to you per the S.S. "Metecoor", which sailed for Port-au-Prince on November 29th, twenty (20) cases, Nos. 1970/1989, containing:

2,000,000 Notes, 2 Gourdes, Nos. F 000001 - F 1000000
G 000001 - G 1000000

which is a partial shipment of your order of May 9, 1974.

We enclose herewith the original Bill of Lading, Consular Invoice and Shipping Invoice, each in triplicate. We also enclose our bill in triplicate, in the amount of U.S.\$27,446.80 covering this shipment.

For your convenience, we are enclosing a copy of this letter which you may initial and return to us as evidence of your receipt of the above mentioned cases and documents herewith.

Very truly yours,

AMERICAN BANK NOTE COMPANY

Encls.

Assistant Manager
International Division

Cases and Documents
Received

Signed

Date

bcc: M. Georges N. Leger



4th COPY

H. V. D.

B 1714

AMERICAN BANK NOTE COMPANY

EXECUTIVE OFFICES
(FOR CORRESPONDENCE ONLY)

70 BROAD STREET - NEW YORK, N. Y. 10004

212/944-6200

DECEMBER 10, 1974

FOR REMITTANCE ONLY

TO NEAREST POST OFFICE BOX:

P. O. BOX 5457

CHURCH STREET STATION
NEW YORK, NEW YORK 10008
D-U-N-S 290-1452

P. O. BOX 91371

CHICAGO, ILLINOIS 60690
D-U-N-S 290-1460

P. O. BOX 360366M

PITTSBURGH, PA. 15230
D-U-N-S 00-494-9061

BANQUE NATIONALE DE LA
REPUBLIQUE D'HAITI

PORT-AU-PRINCE, HAITI

RETURN COPY WITH REMITTANCE

TERMS: NET DUE ON RECEIPT OF INVOICE
F. O. B. C.I.F.

PORT-AU-PRINCE

2,000,000 NOTES - 2 GOURDES,

NOS. F000001 TO F1000000
G000001 TO G1000000

U.S. DOLLARS \$ 27,446.80

VIA: S.S. "METEOR"
20 CASES - NOS. 1970/1989

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N. Y. 10048

H. V. D.

DEC 12 1974

F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD



DATE 12 09 74

AMERICAN BANK NOTE CO.
70 BROAD STREET
NEW YORK, N.Y. 10004

DESCRIPTION

AS PER OCEAN B/L.

ENTRY NO.	OUR REF. NO.	YOUR REF. NO.	STEAMSHIP CO.
	6391		ROYAL NETHERLANDS S/S C
CARRIER	ARRIVED	BILL OF LADING NO.	PORT
NETEODOR	11 29 74	154	PORT-AI-PRINCE
IMPORTANT SUBJECT TO TERMS AND CONDITIONS OF SERVICE ON REVERSE SIDE IMPORTER MUST FURNISH MISSING DOCUMENTS WITHIN THE PERIOD OF TIME AS REQUIRED BY CUSTOMS REGULATIONS TO AVOID CUSTOMS PENALTIES.	TRANSFER CHARGES PAID	1	
	SHIPPER'S COLLECTION AND REMITTANCE	2	
	DUTY DEPOSIT, SUBJECT TO LIQUIDATION	3	
	CUSTOMS ENTRY	4	
	ADD'L INVOICES AND CLASSIFICATIONS	5	
	IMMEDIATE DELIVERY PERMIT	6	
	BOND TO CUSTOMS, PREPARATION, SERVICE AND PREMIUM	7	
	DEPOSIT FOR MISSING DOCUMENTS, BONDS, CANCELLATIONS AND SERVICES	8	
	SERVICES - PLANT QUARANTINE, FOOD AND DRUG, BAI	9	
	REFORWARDING SERVICES	10	
	SPECIAL MESSENGER SERVICE	11	4.00
	POSTAGE AND PETTIES	12	3.00
	SPECIAL SERVICES AND EXPENSES	13	
	FREIGHT CHARGES - OCEAN/AIR	14	486.91
	INSURANCE AND PLACEMENT SERVICES	15	
	INLAND FREIGHT	16	
	COOPERAGE FOR CUSTOMS EXAMINATION AND MARKING	17	
	GENERAL ORDER WAREHOUSE CHARGES	18	
	DOCK / AIRPORT STORAGE CHARGES	19	
	CARTAGE AND SERVICES	20	
	LOADING AND UNLOADING	21	
	CONSULAR FEES INCLUDING VISA AND NOTARY	22	16.00
	PREPARATION OF CONSULAR DOCUMENTS	23	
	ARRANGING FOR CONSULAR CERTIFICATE AND CERTIFICATE OF ORIGIN	24	
	BANKING DOCUMENTATION	25	
	CABLES, TELEGRAMS AND TELEPHONE CHARGES	26	
	SERVICE FEE - FORWARDING, CLEARING AND/OR DOCUMENTATION	27	20.00
		\$	529.91

TERMS AND CONDITIONS OF SERVICE

(Please Read Carefully)

All shipments to or from the Customer, which term shall include the exporter, importer, sender, receiver, owner, consignor, consignee, transferor or transferee of the shipments, will be handled by J.M. Rodgers Co., Inc. (hereinafter called the "Company") on the following terms and conditions:

1. Services by Third Parties. Unless the Company carries, stores or otherwise physically handles the shipment, and the loss, damage, expense or delay occurs during such activity, the Company assumes no liability as a carrier and is not to be held responsible for any loss, damage, expense or delay to the goods to be forwarded or imported except as provided in paragraph 10 and subject to the limitations of paragraph 8 below, but undertakes only to use reasonable care in the selection of carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, to whom it may entrust the goods for transportation, carriage, handling and/or delivery and/or storage or otherwise. When the Company carries, stores or otherwise physically handles the shipment, it does so subject to the limitation of liability set forth in paragraph 8 below unless a separate bill of lading, air waybill or other contract of carriage is issued by the Company, in which event the terms thereof shall govern.

2. Liability Limitations of Third Parties. The Company is authorized to select and engage carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, as required, to transport, store, deal with and deliver the goods, all of whom shall be considered as the agents of the Customer, and the goods may be entrusted to such agencies subject to all conditions as to limitation of liability for loss, damage, expense or delay and to all rules, regulations, requirements and conditions, whether printed, written or stamped, appearing in bills of lading, receipts or tariffs issued by such carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others. The Company shall under no circumstances be liable for any loss, damage, expense or delay to the goods for any reason whatsoever when said goods are in custody, possession or control of third parties selected by the Company to forward, enter and clear, transport or render other services with respect to such goods.

3. Choice of Route or Mode. Unless express instructions in writing are received from the Customer, the Company has complete freedom in choosing the means, route and procedure to be followed in the handling, transportation and delivery of the goods. Advice by the Company to the Customer that a particular person or firm has been selected to render services with respect to the goods shall not be construed to mean that the Company warrants or represents that such person or firm will render such services.

4. Quotations Not Binding. Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given by the Company, to the Customer are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon the Company unless the Company in writing specifically undertakes the handling or transportation of the shipment at a specific rate.

5. Duty To Furnish Information. (a) On an import at a reasonable time prior to entering of the goods for U. S. Customs, the Customer shall furnish to the Company invoices in proper form and other documents necessary or useful in the preparation of the U. S. Customs entry and, also, such further information as may be sufficient to establish the dutiable value, the classification and admissibility pursuant to U. S. law or regulation, if the Customer fails in a timely manner to furnish such information or documents in whole or in part, as may be required to complete U. S. Customs entry, or if the information or documents furnished is inaccurate or incomplete, the Company shall be obligated only to use its best judgment in connection with the shipment. Where a bond is required by U. S. Customs to be given for the production of any document or the performance of any act, the Customer shall be deemed bound by the terms of the bond notwithstanding the fact that the bond has been executed by the Company as principal, it being understood that the Company entered into such undertaking at the instance and on behalf of the Customer, and the Customer shall indemnify and hold the Company harmless for the consequences of any breach of the terms of the bond. (b) On an export at a reasonable time prior to the exportation of the shipment the Customer shall furnish to the Company the commercial invoice in proper form and number, a proper consular declaration, weights, measures, values and other information in the language of and as may be required by the laws and regulations of the U. S. and the country of destination of the goods. (c) On an export or import the Company shall not in any way be responsible or liable for increased duty, penalty, fine or expense unless caused by the negligence or other fault of the Company, in which event its liability to the Customer shall be governed by the provisions of paragraph 8. The Customer shall be bound by and warrant the accuracy of all invoices, documents and information furnished to the Company by the Customer or its agent for export, entry or other purposes and the Customer agrees to indemnify and hold harmless the Company against any increased duty, penalty, fine or expense, including attorneys fees, resulting from any inaccuracy or omission or any failure to make timely presentation, even if not due to any negligence of the Customer.

6. Declaring Higher Valuation. Inasmuch as truckers, carriers, warehousemen and others to whom the goods are entrusted usually limit their liability for loss or damage unless a higher value is declared and a charge based on such higher value is agreed to by said truckers, etc., the Company must receive specific written instructions from the Customer to pay such higher charge based on valuation and the trucker, etc., must accept such higher declared value; otherwise the valuation placed by the Customer on the goods shall be considered solely for export or customs purposes and the goods will be delivered to the truckers, etc., subject to the limitation of liability set forth herein in paragraph 8 with respect to any claim against the Company and subject to the provisions of paragraph 2 above.

7. Insurance. The Company will make reasonable efforts to effect marine, fire theft and other insurance upon the goods only after specific written instructions have been received by the Company in sufficient time prior to shipment from point of origin and the Customer at the same time states specifically the kind and amount of insurance to be placed. The Company does not undertake or warrant that such insurance can or will be placed. Unless the Customer has its own open marine policy and instructs the Company to effect insurance under such policy, insurance is to be effected with one or more insurance companies or other underwriters to be selected by the Company. Any insurance placed shall be governed by the certificate or policy issued and will only be effective when accepted by such insurance companies or other underwriters. Should an insurer dispute its liability for any reason, the insured shall have recourse against the insurer only and the charge of the Company for arranging the same shall be at the Customer's expense. If for any reason the goods are held in warehouse, or elsewhere, the same will not be covered by any insurance, unless the Company receives written instructions from the Customer. Unless specifically agreed in writing, the Company assumes no responsibility to effect insurance on any export or import shipment which it does not handle.

8. Presenting Claims. In no event shall the Company be liable for any act, omission or default by it in connection with an exportation or importation, unless a claim therefor shall be presented to it at its office within one hundred eighty (180) days from date of exportation or importation of the goods in a written statement to which sworn proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

9. Liability. It is agreed that any claim or demand for loss, damage, expense or delay shall be only against the carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen or others in whose actual custody or control the goods may be at the time of such loss, damage expense or delay, and that the Company shall not be liable or responsible for any claim or demand from any cause whatsoever, unless in each case the goods were in the actual custody or control of the Company and the damages alleged to have been suffered be proven to be caused by the negligence or other fault of the Company, its officers or employees, in which event the limitation of liability set forth in paragraph 8 herein shall apply. The Company shall not in any circumstances be liable for damages arising from loss of profit.

10. Advancing Money. The Company shall not be obliged to incur any expense, guarantee payment or advance any money in connection with the importing, forwarding, transporting, storing or cooping of the goods, unless the same is previously provided to the Company by the Customer on demand. The Company shall be under no obligation to advance freight charges, customs duties or taxes on any shipment, nor shall any advance by the Company be construed as a waiver of the provisions hereof.

11. Indemnification for Freight, Duties. In the event that a carrier, other person or any governmental agency makes a claim or institutes legal action against the Company for ocean or other freight, duties, fines, penalties, liquidated damages or other money due arising from a shipment of goods of the Customer, the Customer agrees to indemnify and hold harmless the Company for any amount the Company may be required to pay to such carrier, other person or governmental agency, together with reasonable expenses, including attorney fees, incurred by the Company in connection with defending such claim or legal action and obtaining reimbursement from the Customer. The certification or detention of the goods by any governmental authority shall not affect or diminish the liability of the Customer to the Company to pay all charges or other money due promptly on demand.

12. Sale of Perishable Goods. Perishable goods or live animals to be exported or which are cleared through customs concerning which no instructions for disposition are furnished by the Customer may be sold or otherwise disposed of without any notice to the Customer, owner or consignee of the goods, and payment or tender of the net proceeds of any sale after deduction of charges shall be equivalent to delivery. In the event that any shipment is refused or remains unclaimed at destination, or any transshipping point in the course of transit or is returned for any reason, the Customer shall nevertheless pay to the Company for all charges and expenses in connection therewith. Nothing herein contained shall obligate the Company to forward or enter or clear the goods or arrange for their disposal.

13. C.O.D. Shipments. Goods received with Customer's or other party's instructions to the Company only upon the express understanding that it will exercise reasonable care in the selection of a bank, correspondent, carrier or agent to whom it will send such item for collection, and the Company will not be responsible for any act, omission, default, suspension, insolvency or want of care, negligence, or fault of such bank, correspondent, carrier or agent, nor for any delay in remittance lost in exchange, or loss during transmission, or while in the course of collection.

14. General Lien on Any Property. The Company shall have a general lien on any and all property (and documents relating thereto) of the Customer, in its possession, custody or control or on route, for all claims for charges, expenses or advances incurred by the Company in connection with any shipments of the Customer and if such claim remains unsatisfied for thirty (30) days after demand for its payment is made, the Company may sell at public auction or private sale, upon ten (10) days written notice, registered mail (R.R.), to the Customer, the goods, wares and/or merchandise, or so much thereof as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the Company. Any surplus from such sale shall be transmitted to the Customer, and the Customer shall be liable for any deficiency in the sale.

15. Compensation of Company. The compensation of the Company for its services shall be included with and is in addition to the rates and charges of all carriers and other agencies selected by the Company to transport and deal with the goods and such compensation shall be exclusive of any brokerage, commissions, dividends or other revenue received by the Company from carriers, insurers and others in connection with the shipment, in any referral for collection or action against the Customer for monies due to the Company, upon recovery by the Company, the Customer shall pay the expenses of collection and/or litigation, including a reasonable attorney fee.

16. Picking Up Shipments or Samples. The Company shall not itself be obligated to pick up a shipment from a carrier or a sample from U. S. Customs. Should the Company render such a service for and on behalf of the Customer, the Company shall not be responsible for loss or damage to the shipment unless it is in the actual custody or control of the Company or its employee and the loss or damage is caused by the negligence or other fault of the Company or its employee, in which event the limitation of liability set forth in paragraph 8 herein shall apply.

17. No Responsibility For Governmental Requirements. It is the responsibility of the Customer to know and comply with the marking requirements of U. S. Customs, the regulations of the U. S. Food and Drug Administration and all other requirements of law or official regulations. The Company shall not be responsible for action taken on fines or penalties assessed by any governmental agency against the shipment because of the failure of the Customer to comply with the law or the requirements or regulations of any governmental agency or with a notification issued to the Customer by any such agency.

18. Loss, Damage or Expense Due To Delay. Unless the services to be performed by the Company on behalf of the Customer are unduly delayed by reason of the negligence or other fault of the Company, the Company shall not be responsible for any loss, damage or expense incurred by the Customer because of such delay. In the event the Company is at fault, as aforesaid, its liability is limited in accordance with the provisions of paragraph 8 above.

19. Construction of Terms and Venue. The foregoing terms and conditions shall be construed according to the laws of the State of New York. Unless otherwise consented to in writing by the Company, no legal proceeding against the Company may be instituted by the Customer, its assigns, or subrogee except in the City of New York.

APPROVED BY:
NATIONAL CUSTOMS BROKERS & FORWARDERS ASSOC. OF AMERICA, INC. - NEW YORK FOREIGN FREIGHT FORWARDERS & BROKERS ASSOC., INC. - CUSTOMS BROKERS & FORWARDERS ASSOC. OF MIAMI, INC. - SAN FRANCISCO CUSTOMS BROKERS ASSOC. - CUSTOMS BROKERS ASSOC. OF CHICAGO, INC. - BOSTON CUSTOMS BROKERS & INTERNATIONAL FORWARDERS ASSOC. - CUSTOMHOUSE BROKERS & INTERNATIONAL FREIGHT FORWARDERS ASSOC. OF WASHINGTON STATE - LOS ANGELES CUSTOMS & FREIGHT BROKERS ASSOC., INC. - CUSTOMS BROKERS ASSOC., NORTHERN U.S. BORDER - BALTIMORE CUSTOMHOUSE BROKERS & FORWARDERS ASSOC. - PHILADELPHIA FREIGHT BROKERS, FORWARDERS & CUSTOMS BROKERS ASSOC. - NEW ORLEANS ASSOC. OF CUSTOMS BROKERS, INC. - DETROIT CUSTOMHOUSE BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - COLUMBIA RIVER CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - INDEPENDENT FREIGHT FORWARDERS & BROKERS ASSOC. OF SAVANNAH, INC. - ASSOC. OF FORWARDING AGENTS & FOREIGN FREIGHT BROKERS OF MOBILE - CUSTOMS BROKERS & FREIGHT FORWARDERS ASSOC. OF CHARLESTON, S.C. INC. - EXPORT-IMPORT ASSOC. OF VIRGINIA

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Received from ROYAL NETHERLANDS STEAMSHIP COMPANY the following Bill of Lading, the freight charges on which we acknowledge to be due and promise to pay within 15 days from date of vessel's sailing at the office of ROYAL NETHERLANDS STEAMSHIP COMPANY, 25 Broadway, New York, N.Y. 10004. This due bill until paid to be First Lien on the goods for the amount for which it is given, plus any expenses incidental to the collection thereof until payment has been effected. In the event the Bill of Lading is issued to a Freight Forwarder, it is understood and agreed that the Freight Forwarder is the Agent for the Shipper.

H. V. D.

DEC 12 1974

PLEASE RETURN ONE COPY OF
THIS BILL WITH YOUR PAYMENT

By: _____

Shipper's Agent J M RODGERS CO. 12/3

Shipper AMERICAN BANK NOTE.

Vessel METEOR

Sailing date 112974

Port of loading NEWY OKR

Via/Port of discharge PRINCE

Final destination

Reference # E6391

Number of B/L 154

Due bill # 34594

Amount due 486.91

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES)

SHIPPER / EXPORTER

AMERICAN BANK NOTE COMPANY
70 BROAD STREET,
NEW YORK, N.Y. 10004.

DOCUMENT NO.

MR. DON WOOSTER.

DOCK RECEIPT TO SHIPPER ATTN:

AG 11/20/74

EXPORT REFERENCES

E 6391

DEC 12 1974

CONSIGNEE

BANQUE NATIONALE DE LA REPUBLIQUE
D' HAITI, DEPARTAMENT COMMERCIAL
PORT -AU - PRINCE,HAITI,
ATTN: SENIOR SUB-MGR.

FORWARDING AGENT-REFERENCES

J.M. RODGERS CO., INC.
ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N.Y. 10048

FMC-431

REF:

POINT AND COUNTRY OF ORIGIN

NEW YORK U.S.A.

ADDRESS ARRIVAL NOTICE TO

SAME AS ABOVE.

DOMESTIC ROUTING / EXPORT INSTRUCTIONS

PIER

FT 39 th STREET, BROOKLYN

EXPORTING CARRIER (VESSEL)

METEOOR SLG 11/29

PORT OF LOADING

NEW YORK.

ONWARD INLAND ROUTING

OF DISCHARGE

PORT - AU- PRINCE

FOR TRANSSHIPMENT TO

MARKS AND NUMBERS

NO. OF PKGS

DESCRIPTION OF PACKAGES AND GOODS

GROSS WEIGHT
IN POUNDS

GROSS WEIGHT
IN KILOS

BANQUE
NATIONALE De
LA REPUBLIQUE
D'HAITI
PORT-AU-PRINCE
HAITI,ATTN
SENIOR SUB-
MGR.
MADE IN USA
PRINTED
MATTER-
UNISSUED BANK NOTE

20

LICENSE G-DEST
WOOD CASES PRINTED MATTER
(INCOMPLETE BANK NOTE FORMS)

4200

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OCEAN FREIGHT PREPAID.

forms #1970/1989

"United States law prohibits disposition of these commodities to the Soviet Bloc,
People's Republic of China, North Korea, Communist controlled areas of Vietnam,
Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper,
consignee and owner of the goods and the holder
of this Bill of Lading expressly accept and agree
to all stipulations, exceptions and conditions,
whether written, typed, stamped, or printed, as
fully as if signed by such shipper, consignee,
owner of the goods and/or holder of this Bill of
Lading.

Copies hereof are signed of the same tenor,
one of which being accomplished, the others to stand void.

FOR THE MASTER

ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

By

111 cu. ft. @ 87 per 40 cu. ft.

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241.43
205.85
447.28
16.65
463.93
12.68
5.55
475
486.91

TOTAL U.S. CURRENCY

Dated in NEW YORK,

MO. DAY YEAR

B/L NO.

11 20 74

154



ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.
WILLEMSTAD, CURACAO N.A.
AFF. KONINKLIJKE NEDERLANDSCHE STOOMBOT-MAATSCHAPPIJ N.V.
AMSTERDAM, HOLLAND

Branch Office in the United States

ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES).

25 Broadway, NEW YORK

Head Office:

ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.

39 e Bredestraat, WILLEMSTAD, CURACAO N.A.

RECEIVED IN APPARENT GOOD ORDER AND CONDITION, UNLESS OTHERWISE INDICATED HEREIN FOR SHIPMENT WITH THE VESSEL NAMED HEREIN OR SUBSTITUTE, THE GOODS OR PACKAGES MENTIONED ON REVERSE SIDE (WEIGHT, MEASUREMENTS, MARKS, NUMBERS, CONTENTS, QUANTITY, QUALITY AND VALUE UPON SHIPPER'S STATEMENT AND UNKNOWN TO THE CARRIER) TO BE CARRIED TO THE PORT OF DISCHARGE NAMED ON THE REVERSE SIDE HEREOF, SUBJECT TO THE FOLLOWING CONDITIONS.

1. **Definitions.** In this bill of lading, the word "ship" shall include any substituted vessel, and any craft, lighter or other means of conveyance owned, chartered, operated or employed by the Carrier; subject to clause 25 hereof the word "Carrier" shall include the ship, her owner, operator, demise charterer, time charterer, master and any substituted Carrier, whether the owner, operator, charterer or master shall be acting as Carrier or bailee; the word "shipper" shall include the person named as such in this bill of lading and the person for whose account the goods are shipped; the word "consignee" shall include the holder of the bill of lading, properly endorsed, and the receiver and the owner of the goods; the word "charges" shall include freight and all expenses and money obligations incurred and payable by the goods, shipper, consignee, or any of them.

2. **Law of Application.** This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, which shall be deemed to be incorporated herein and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. The Carrier shall be entitled to the full benefit of the provisions of Section 4281 to 4286 inclusive of the Revised Statutes of the United States and amendments thereto, also in case the carrying ship is not chartered by demise but on time or voyage charter basis. This bill of lading shall be construed and the rights of parties thereunder determined according to the law of the United States. If any term or condition contained in this Bill of Lading is proved to be repugnant to or inconsistent with any compulsory applicable Act or rule of law such term or condition shall be void to the extent of such repugnancy or inconsistency but no further.

3. **Jurisdiction.** All actions against the carrier, as carrier or otherwise, under and/or relating to the present contract, whether in personam or in rem, shall be brought before the Court where the Carrier has its principal place of business, or in case of connectivity, plurality of defendants, summons for or in third party procedure and/or tort, and no other foreign Court shall have jurisdiction with regard to any such action unless the carrier appeals to another jurisdiction or voluntarily submits himself thereto.

4. **Period of Responsibility.** The Carrier shall not be liable for loss of or damage to the goods during the period before loading into and after discharge from the vessel however such loss or damage arises. Goods in the custody of the Carrier or his agent before loading and after discharge whether being forwarded to or from the ship or whether awaiting shipment, whether landed or stored, or put into bulk or craft belonging to the Carrier or not, or pending transshipment at any stage of the whole transport, are in such custody at the sole risk of the consignee.

The words "loading" respectively "discharge" mean:
a. the moment when the tackle (whether or not belonging to the ship) loading the goods into or upon, respectively discharging the goods out of or from the seagoing ship is hooked on to lift the goods, respectively is unhooked;
b. for goods which are loaded, respectively discharged, by means of elevator, the moment when the goods leave respectively enter the shaft belonging to or connected with the elevator;

c. for goods which are loaded, respectively discharged, by means of grab or similar instrument, the moment when the goods are brought out of, respectively in the grab (or similar instrument) in respect of out of, the hold of space of the seagoing ship;
d. for any liquid cargo in bulk, the moment when the liquid cargo enters, respectively leaves, any pipe or tank belonging to the seagoing ship's equipment.

Each component part of the goods shipped or to be shipped under this Bill of Lading shall for the purpose of this clause be considered on its own.

5. **The voyage.** The scope of voyage herein contracted for shall include usual or customary or advertised ports of call whether named in this contract or not, also ports in or out of the advertised geographical, usual or ordinary route or order, even though in proceeding thereto the ship may call beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route. The ship may call at any port for the purposes of the current voyage or of a prior or subsequent voyage. The ship may omit calling at any port or ports whether scheduled or not, and may call at the same port more than once, may, either with or without the goods on board, and before or after proceeding toward the port of discharge, adjust compasses, dry dock, go on ways or to repair yards, make repairs, shift berths, take fuel or stores, remain in port, wait for pilots, tow and be towed, and save or attempt to save life or property, and all of the foregoing are included, in the contract voyage.

6. In any situation whatsoever or wherever occurring and whether existing or anticipated before commencement of or during the voyage, which in the judgment of the Carrier or master is likely to give rise to capture, seizure, detention, damage, delay or disadvantage to or loss of the ship or any part of her cargo, or to make it unsafe, imprudent, or unlawful for any reason to proceed on or continue the voyage or to enter or discharge the goods at the port of discharge or the port of transshipment or the usual place of discharge in such ports, the Master, whether or not proceeding toward or entering or attempting to enter the port of discharge or reaching or attempting to reach the usual place of discharge therein or attempting to discharge the goods there, may, without giving any prior notice, discharge the goods into port, lazaretto, craft, or other place and the goods shall be liable for any extra expense thereby incurred, or the master may proceed or return, directly or indirectly, to or stop at such other port or place whatsoever as he or the Carrier may deem advisable under the circumstances and discharge the goods at any port thereof there without giving any prior notice and, when landed as hereinabove provided, the goods shall be at their own risk and expense. The delivery thereof by the Carrier shall be considered complete and the Carrier shall be freed from any further responsibility in respect thereof except to mail notice of the disposition of the goods directed to the shipper or consignee named in this bill of lading at such address as may be stated herein, or the master may retain the cargo on board until the return trip or until such time as he or the Carrier thinks advisable, or the master may forward the goods by any means by water or by land, or by both such means, at the risk and expense of the goods. For any services rendered to the goods as hereinabove provided, the Carrier shall be entitled to a reasonable extra compensation.

Another vessel may be substituted for the ship, without notice, whenever and wherever the Carrier deems it desirable, whether or not the substituted vessel be owned or operated by the Carrier, or arrives or departs or is scheduled to arrive or depart before or after the ship.

7. The Carrier, master and ship shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination delivery or otherwise however given by the government of any nation or any department thereof or by the United States or by any person acting or purporting to act with the authority of such government or of any department thereof, or by any committee or person having under the terms of the war risk insurance on the ship, the right to give such orders or directions. Delivery or other disposition of the goods in accordance with such orders or directions shall be a fulfillment of the contract voyage. The ship may carry contraband, explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed with or without convoy.

The Owners and/or Agents and/or Master, in the event of existing, threatening or impending adverse weather or ice conditions, have sole discretion to decide whether the vessel shall or shall not proceed to or enter the port of loading or discharge, or if the vessel shall have entered the port of loading or discharge whether, if loading or discharge has commenced the vessel shall or shall not continue loading or discharging or, if loading or discharge has not begun, whether the vessel shall or shall not commence to load or discharge, and whether the vessel shall or shall not in any of these events proceed to the nearest convenient liner port and there load or discharge or complete loading or discharge. Any and all extra expenses and risk of forwarding otherwise in consequence thereof shall be borne entirely by the Shipper and/or Consignee of the goods.

8. **Transshipment, Forwarding etc.** Wherever the Carrier or master may deem it advisable or in any case where the goods are consigned to a point where the ship does not expect to discharge, the Carrier or master may, without notice, forward the whole or any part of the goods before or after loading at the original point of shipment or any other port or place even though outside the scope of the voyage or the route to or from the port of discharge or the destination of the goods, by any vessel, vessels or other means of transportation by water or by land or by both such means, whether operated by the Carrier or by others and whether departing or arriving or scheduled to depart or arrive before or after the ship expected to be used for the transportation of the goods. This Carrier, in making arrangements for any transshipping or forwarding vessel or means of transportation not operated by this Carrier, shall be considered solely the forwarding agent of the shipper and will assume no other responsibilities whatsoever.

All consignments of the carrier in its capacity shall be deemed to be delivered by him and this contract of carriage shall be deemed fully performed on actual or constructive delivery of the goods to himself as such agent of the shipper and consignee or to any such person or other agent at port of discharge from ship or elsewhere in case of an earlier transshipment. This shipper and consignee shall be liable to this carrier for and shall indemnify him against all expense of forwarding and transshipping, including any increase in or additional freight or other charges whatsoever.

This carrier shall not be responsible for the acts, neglect, delay, or failure to act of anyone to whom the goods are entrusted or delivered for storage, handling, or any service incidental thereto.

9. The carriage by any transshipping or forwarding carrier and all transshipment or forwarding shall be subject to all the terms whatsoever in the regular form of bill of lading, freight note, contract or other shipping document used at the time by such carrier, whether issued for the goods or not, and even though such terms may be less favorable to the shipper or consignee than the terms of this bill of lading and may contain more stringent requirements as to notice of claim or commencement of suit and may exempt the carrier from liability for negligence. The shipper expressly authorizes the Carrier to arrange with any such transshipping or forwarding carrier that the lowest valuation of the goods or limitation of liability contained in the bill of lading or shipping document of such carrier shall apply at even though lower than the valuation or limitation herein. Pending or during transshipment the goods may be stored ashore or afloat at their own risk and expense and the Carrier shall not be liable for detention.

The carrier or master in the exercise of his discretion may at any time, whether or not customary and without notice require the goods to be lightered to or from the ship at the risk and expense of the goods and, in this event, the carrier or master may make arrangements for lighterage or use of craft but, in so doing shall be considered solely as the agent of the shipper and consignee and without any responsibility whatsoever. The carrier shall not be responsible for the choice of condition, seaworthiness or manning of such lighter or craft nor for any loss or damage to the goods while on such lighter or craft or in the custody of the lighterage men. If the goods are lightered in or forwarded with lighter or craft operated or controlled by the carrier himself the carrier in any capacity whatsoever shall not be responsible for loss of or damage to or in connection with the goods, however caused, even in case of negligence, and may collect the cost thereof from shipper or consignee.

10. **Accuracy of Description of Goods.** The shipper, whether principal or agent, affirms and warrants that the goods are properly and fully described, marked, packed, secured and packed in adequate containers and can be handled in ordinary course without damage to the goods, ship, or property or persons and guarantees the correctness of the particulars, weight of each piece or package and description of the goods. If the weight of any article or package is incorrectly given or no weight is declared of an article or package exceeding 1 ton and in consequence thereof any loss or damage arises either to the article or package or to the ship or other property of the carrier, the shipper shall be responsible therefor. The carrier does not represent that the quantity or weight of such goods as furnished by the shipper and appearing in this Bill of Lading is accurate.

11. **Liabilities.** The Carrier shall not be responsible for specie, bullion, jewelry, plate, precious stones or metals, bank notes, bonds or other negotiable documents or valuables until actually delivered on board the ship to the master or other officer in charge of the deck at the time and signed by him. Delivery must be taken on the ship's dock at port of discharge and the Carrier's responsibility shall terminate thereupon.

12. **Deck Cargo, Live Animals.** Goods may always be stowed on deck. Goods stowed in poop, forecastle, deckhouse, shelter deck, passenger space, store room, bunker space or any other covered in space shall be deemed to be stowed under deck for all purposes, including General Average. Goods carried on deck and stowed therein to be so carried, and live animals are received, loaded, stowed, kept, carried, discharged and delivered solely at shipper's and for consignee's risk and the carrier shall not be liable for loss, theft or damage thereto even though resulting from unseaworthiness or from lack of due diligence to make the vessel seaworthy or from any fault, negligence or omission of the carrier personally or of his servants, agents or subcontractors.

13. **Special Heating, Cooling and Ventilation.** The carrier does not undertake to carry any goods in refrigerated or specially cooled, air-conditioned, heated or ventilated compartments, and shall not be liable for any loss or damage for failure to do so, unless such carriage is expressly stipulated for herein.

14. **Delay.** The carrier, as carrier or in any other capacity whatsoever, shall not be liable for loss or damage arising or resulting from delay, no matter what the cause thereof may be.

15. **Discharge and Delivery.** The Carrier may commence discharge immediately on arrival of the ship without giving notice of arrival or discharge and may discharge the goods directly they come to hand at or onto any wharf, craft or place that the Carrier may select and continuously Sundays and holidays included, at all such hours by day or by night as the Carrier may determine, no matter what the state of the weather or custom of the port may be. The consignee as soon as the goods are at disposal for removal, shall receive and take delivery from ship's tackle or elsewhere as required by the carrier, whether the goods are damaged, unmerchantable or have lost their identity in default whereof the carrier may be subject to lien, and the goods to store, put them on lighters or other craft, or otherwise dispose of them, always at the risk and expense of the goods.

The carrier shall not be liable in respect whatsoever if heat or refrigeration or special cooling or ventilating facilities shall be furnished during loading or discharge or any part of the time that the goods are upon the wharf, craft, or other loading or discharging place and the carrier does not undertake to furnish such facilities. The Carrier may require the consignee to furnish lighters and other craft, cranes, depot, wharf and other facilities, to enable the ship to discharge as soon as she is ready and as fast as the master may require, and the goods shall be liable for all loss and expense resulting from any detention of the ship caused by consignee's delay and default; damage to be computed at the rate (United States currency) per net registered ton per running day specified in the applicable tariff of the Carrier or on the face hereof. When the goods are received or taken by customs or other authorities or by the operator of any lighter, dock, warehouse, elevator or other facility, whether selected by the carrier, shipper or consignee, and whether public or private, such authority or operator shall be considered as having received possession and delivery of the goods solely as agent of and on behalf of the shipper and consignee, at the risk and expense of the goods and subject to any lien of the carrier thereon.

16. The goods shall be checked by the goods in co-operation with the ship's checkers the ship's checking shall be accepted by the shipper and consignee as conclusive evidence.

17. If required by the Carrier, one signed bill of lading duly endorsed must be surrendered to the agent of the ship at the port of discharge in exchange for delivery order.

18. The goods shall be identified as to marks or numbers, cargo sweepings, liquid residue and any unclaimed goods not otherwise accounted for shall be allocated for completing delivery to the various consignees of goods of like character in proportion to any apparent shortage, loss of weight or damage.

19. **Consignees or parties applying for their goods** are required to see that they get the right marks and numbers, and after the lighterman, truckman, wharfman, or the party applying for the goods has signed for the same, the vessel and the carrier respectively are discharged from all responsibility for mis-delivery or non-delivery. The carrier shall not be responsible for failure to assort goods and to deliver goods separately in accordance with marks and numbers mentioned on the reverse side.

20. The goods shall be liable for all expense of mending, coupling, hauling or reconditioning of the goods or packages and gathering of loose cargo or contents of packages, also for any payment, expense, fine, dues, duty, tax, import, loss, damage or detention sustained or incurred by or levied upon the Carrier of the ship in connection with the goods, however caused, including any action or requirement of any government or governmental authority or person purporting to act under the authority thereof, seizure under legal process or attempted seizure, incorrect or insufficient marking, numbering or addressing of packages or description of the contents, failure of the shipper or consignee to procure consular, Board of Health or other certificates to accompany the goods, failure to comply with laws or regulations of any kind imposed with respect to the goods by the authorities at any port or place, or any act or omission of the shipper or consignee.

21. **Freight and other charges, Lien.** Freight shall be payable, at Carrier's option, on gross intake weight or measurement, or gross declared value, or on measurement or on value basis, or on value basis, Freight charges shall be calculated on the basis of the particulars of the goods furnished by the shipper herein but the Carrier may at any time open the packages and examine, weigh, measure and value the goods. In case shipper's particulars are found to be erroneous and additional freight is payable, the goods shall be liable also for any expense incurred for examining, weighing, measuring and valuing the goods. Full freight hereunder to port of discharge named herein shall be considered completely earned on receipt of the goods by the Carrier, whether the freight be stored or intended to be prepaid or to be collected at destination, and the Carrier shall be entitled to all freight and charges due hereunder, whether actually paid or not, or to receive and retain them irrevocably under all circumstances whatsoever ship and/or cargo lost or not lost or voyage interrupted or abandoned. Full freight shall be paid hereunder whether the goods be damaged or lost, or packages be empty, partly empty. If there shall be a forced interruption or abandonment of the voyage at the port of shipment or elsewhere on any forwarding of the goods or any part thereof shall be at risk and expense of the goods. All unpaid charges shall be paid in full and with any other counterclaim or deduction in the currency of the country of the port of shipment, or at Carrier's option, in the currency of the port of discharge at the demand rate of New York exchange as quoted on the day of the ship's entry at the Custom House or her port of discharge.

22. The Carrier shall have a lien on the goods, which shall survive delivery, for all charges due hereunder and may enforce this lien by public or private sale and without notice upon the goods or any part thereof and any other property belonging to the shipper or consignee which may be in the possession of the goods.

The shipper and consignee shall be jointly and severally liable to the Carrier for the payment of all charges and for the performance of the obligation of each of them under the terms of this bill of lading.

23. **Adjustment of Claims.** In case of any loss, or damage to or in connection with goods exceeding in actual value \$500 lawful money of the United States, per package, or in case of goods not shipped in packages, per customary freight unit, the value of the goods shall be deemed to be \$500 per package or per unit, on which basis the freight is adjusted and the Carrier's liability, if any, shall be determined on the basis of a value of \$500 per package or per customary freight unit, unless the nature of the goods and a valuation higher than \$500 shall have been declared in writing by the shipper upon delivery to the Carrier and inserted in this bill of lading and extra freight paid if required and in such case if the actual value of the goods per package or per customary freight unit shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value. In view of the difficulty of ascertaining the exact market value at the port of destination, it is hereby agreed that the market value shall be deemed to be the invoice value whether such invoice shall be higher or lower than exact market value.

24. Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or his agent at the port of discharge, before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, such removal shall be prima facie evidence of the delivery by the Carrier of the goods as described in the bill of lading. If the loss or damage is not apparent the notice must be given within three days of the delivery.

In any event the Carrier and the ship shall be discharged from all liability in respect of loss of or damage to or otherwise unless suit is brought within one year after the delivery of the goods of the date when the goods should have been delivered.

25. **Identity of Carrier.** If the carrying ship is not owned by the Company by whom this Bill of Lading is issued, this Bill of Lading shall have effect only as a contract with the Owner as principal made through the agency of the said Company, who acts as agent only and shall be under no personal liability whatsoever in respect thereof.

26. **General Average.** General Average will be adjusted and payable at New York or elsewhere at the option of the Carrier according to the York-Antwerp Rules 1950 and as to matters not therein provided according to the laws and usages at the place of adjustment. General Average shall be prepared by average adjusters selected by the parties to the contract of carriage or by the settlement and collection of the average subject to the customary charges.

General Average shall be adjusted in the currency or currencies at the option of the Carrier. The consignee is bound to sign before delivery of the cargo the General Average Bond in use with the Carrier and to pay a deposit to the amount fixed by the Carrier as a security for the contribution ultimately due, the Carrier not being bound to deliver the goods to the consignee unless such Bond has been signed and deposit has been paid. Cargo not shipped under a bill of lading not in conformity with General Average.

All costs, sacrifices and expenditures, incurred in the event of stranding to bring the vessel afloat (including towage, lighters, etc.) in event of the vessel and cargo were not in immediate or prospective peril, to be considered as General Average.

In the event of accident, danger, damage, or disaster, before or after commencement of the voyage resulting from any cause, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and other charges incurred in respect of the goods. If a salving ship is owned or operated by the Carrier, the Carrier shall be paid for as fully as if such salving ship or ships belonged to strangers. Such deposit as the Carrier or his agents may deem sufficient to cover the contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, shippers, consignees or owners of the goods to the Carrier before delivery.

27. **Servants and Agents.** It is hereby expressly agreed that no servant or agent of the carrier, including every stevedore or other independent contractor from time to time employed by it, (Carrier) shall in any circumstances whatsoever be under any liability whatsoever to the Shipper, Consignee or Owner of the goods or to any holder of this Bill of Lading for any loss, damage or delay of whatever kind arising or resulting directly or indirectly from any act, neglect or default of the carrier or of any of its servants or agents acting in the course of or in connection with his employment and, without prejudice to the generality of the foregoing provisions in this Clause, every exemption, limitation, condition and liberty herein contained, every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier or to which the Carrier is entitled hereunder shall also be available and shall extend to protect every such servant or agent of the Carrier acting as aforesaid and for the purpose of all the foregoing provisions of this Clause the Carrier is or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all persons who are or might be his servants or agents from time to time (including stevedores or other independent contractors as aforesaid) and all such persons shall to this extent be deemed to be parties to the contract in or evidenced by this Bill of Lading.

28. Both to Blame Collision Clause shall apply.

(continued on reverse side)

SHIPPER / EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK, N.Y. 10004.		DOCUMENT NO. DOCK RECEIPT TO SHIPPER ATTN: MR. DON WOOSTER, H.V.D. AG 11/20/74	
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTAMENT COMMERCIAL PORT -AU - PRINCE,HAITI, ATTN: SENIOR SUB-MGR.		EXPORT REFERENCES E 6391 DEC 12 1974	
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.		FORWARDING AGENT—REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF: FMC-431	
PIER FT 39 th STREET, BROOKLYN		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
EXPORTING CARRIER (VESSEL) METEOR SLG 11/29		DOMESTIC ROUTING / EXPORT INSTRUCTIONS	
PORT OF DISCHARGE PORT - AU- PRINCE		ONWARD INLAND ROUTING	
PORT OF LOADING NEW YORK.		FOR TRANSSHIPMENT TO	

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE De LA REPUBLIQUE D'HAITI PORT-AU-PRINCE HAITI, ATTN SENIOR SUB- MGR. MADE IN USA PRINTED MATTER- UNISSUED BANK NOTE forms #1970/1989 "United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."	20	LICENSE G-DEST WOOD CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) OCEAN FREIGHT PREPAID.	4200	111-0 D

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

cu.	ft.	@	per 40 cu. ft.		
"	"	"	"		
"	"	"	"		
"	"	"	"		
"	"	"	"		
Lbs.	@	per 2000 lbs.			
"	"	"	"		
"	"	"	"		
"	@				
"	@				
"	@				
TOTAL U.S. CURRENCY					

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

By _____

MO. DAY YEAR B/L NO.
11 29 74 154



ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.
WILLEMSTAD, CURACAO N.A.
AFF. KONINKLIJKE NEDERLANDSCHE STOOMBOOT-MAATSCHAPPIJ N.V.
AMSTERDAM, HOLLAND

Branch Office in the United States
ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES).

25 Broadway, NEW YORK

Head Office:
ROYAL NETHERLANDS STEAMSHIP COMPANY (ANTILLES) N.V.

39 e Breedestraat, WILLEMSTAD, CURACAO N.A.

RECEIVED IN APPARENT GOOD ORDER AND CONDITION, UNLESS OTHERWISE INDICATED HEREIN FOR SHIPMENT WITH THE VESSEL NAMED HEREIN OR SUBSTITUTE, THE GOODS OR PACKAGES MENTIONED ON REVERSE SIDE (WEIGHT, MEASUREMENTS, MARKS, NUMBERS, CONTENTS, QUANTITY, QUALITY AND VALUE UPON SHIPPER'S STATEMENT AND UNKNOWN TO THE CARRIER) TO BE CARRIED TO THE PORT OF DISCHARGE NAMED ON THE REVERSE SIDE HEREOF, SUBJECT TO THE FOLLOWING CONDITIONS.

1. **Definitions.** In this bill of lading, the word "ship" shall include any substituted vessel, and any craft, lighter or other means of conveyance owned, chartered, operated or employed by the Carrier; subject to clause 22 hereof the word "Carrier" shall include the ship, her owner, operator, demise charterer, time charterer, master and any substituted Carrier, whether the vessel, operator, charterer or master shall be acting as Carrier or bailee, the word "shipper" shall include the person named as such in this bill of lading and the person for whose account the goods are shipped; the word "consignee" shall include the holder of the bill of lading, properly endorsed, and the receiver and the owner of the goods; the word "charges" shall include freight and all expenses and money obligations incurred and payable by the goods, shipper, consignee, or any of them.

2. **Law of Application.** This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, which shall be deemed to be incorporated herein and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. The Carrier shall be entitled to the full benefit of the provisions of Section 4281 to 4286 inclusive of the Revised Statutes of the United States and amendments thereto; also in case the carrying ship is not chartered by demise but on time or voyage charter basis. This bill of lading shall be construed and the rights of parties hereunder determined according to the law of the United States. If any term or condition contained in this Bill of Lading is proved to be repugnant to or inconsistent with any compulsory applicable Act or rule of law such term or condition shall be void to the extent of such repugnancy or inconsistency but no further.

3. **Jurisdiction.** All claims against the carrier, as carrier or otherwise, under and/or relating to the present contract, whether in personam or in rem, shall be brought before the Court where the Carrier has its principal place of business, even in case of connectivity, plurality of defendants, summons for or in third party procedure and/or tort, and no other foreign Court shall have jurisdiction with regard to any such action unless the carrier appeals to another jurisdiction or voluntarily submits himself thereto.

4. **Period of Responsibility.** The Carrier shall not be liable for loss of or damage to the goods during the period before loading into and after discharge from the vessel however such loss or damage arises.

Goods in the custody of the Carrier or his agent before loading and after discharge whether being forwarded to or from the ship or whether awaiting shipment, whether landed or stored, or put into bulk or craft belonging to the Carrier or not, or pending transshipment at any stage of the whole transport, are in such custody at the sole risk of the consignee.

The words "loading" respectively "discharge" shall mean:

a. the moment when the tackle (whether or not belonging to the ship) loading the goods into or upon respectively discharging the goods out of or from the seagoing ship is hooked on to lift the goods, respectively is unhooked;

b. for goods which are loaded, respectively discharged, by means of elevator the moment when the goods leave respectively enter the shaft belonging to or connected with the elevator;

c. for goods which are loaded, respectively discharged, by means of grab or similar instrument, the moment when the goods are brought out of, respectively in the grab (or similar instrument) in, respectively out of, the hold of space of the seagoing ship;

d. for any liquid cargo in bulk, the moment when the liquid cargo enters, respectively leaves, any pipe or tank belonging to the seagoing ship's equipment.

Each component part of the goods shipped or to be shipped under this Bill of Lading shall for the purpose of this clause be considered on its own.

5. **The voyage.** The scope of voyage herein contracted for shall include usual or customary or advertised ports of call whether named in this contract or not, also ports in or out of the advertised, geographical, usual or ordinary route or order, even though in proceeding thereto the ship may sail beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route. The ship may call at any port for the purposes of the current voyage or of a prior or subsequent voyage. The ship may omit calling at any port or ports whether scheduled or not, and may call at the same port more than once, may, either with or without the goods on board, and before or after proceeding toward the port of discharge, adjust compasses, dry dock, go on ways or to repair yards, make repairs, shift berths, take fuel or stores, remain in port, sail without pilots, tow and be towed, and save or attempt to save life or property, and all of the foregoing are included, in the contract voyage.

6. In any situation whatsoever or wherever occurring and whether existing or anticipated before commencement of or during the voyage, which in the judgment of the Carrier or master is likely to give rise to capture, seizure, detention, damage, delay or disadvantage to or loss of the ship or any part of her cargo, or to make it unsafe, imprudent, or unlawful for any reason to proceed on or continue the voyage or to enter or discharge the goods at the port of discharge or the port of transshipment, the Carrier or master may, without giving any prior notice, discharge the goods into port, warehouse, craft, or other place and the goods shall be liable for any extra expense thereby incurred, or the master may proceed or return, directly or indirectly, to or stop at such other port or place whatsoever as he or the Carrier may consider safe and advisable under the circumstances and discharge the goods or any part thereof without giving any prior notice, when landed as hereinbefore provided, the goods shall be at the owner's risk and expense; the delivery thereof by the Carrier shall be considered complete and the Carrier shall be freed from any further responsibility in respect thereof except to mail notice of the disposition of the goods directed to the shipper or consignee named in this bill of lading at such address as may be stated herein, or the master may retain the cargo on board until the return trip or until such time as he or the Carrier thinks advisable, or the master may forward the goods by any means by water or by land, or by both such means, at the risk and expense of the goods. For any services rendered to the goods as hereinbefore provided, the Carrier shall be entitled to a reasonable extra compensation.

Another vessel may be substituted for the ship, without notice, whenever and wherever the Carrier deems it desirable, whether or not the substituted vessel be owned or operated by the Carrier, or arrives or departs or is scheduled to arrive or depart before or after the ship.

7. The Carrier master and ship shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, discharge, destination delivery or otherwise however given by the government of any nation or department thereof or by the United States or any person acting or purporting to act with the authority of the government or of any department thereof, or by any committee or person having under the terms of the war risk insurance on the ship the right to give such orders or directions. Delivery or other disposition of the goods in accordance with such orders or directions shall be a fulfillment of the contract voyage. The ship may carry contraband, explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed with or without convoy.

The Owners and/or Agents and/or Master, in the event of existing, threatening or impending adverse weather or ice conditions, have sole discretion to decide whether the vessel shall or shall not proceed to or enter the port of loading or discharge, or if the vessel shall have entered the port of loading or discharge whether, if loading or discharge has commenced the vessel shall or shall not continue loading or discharging or, if loading or discharge has not begun, whether the vessel shall or shall not commence to load or discharge, and whether the vessel shall or shall not in any of these events proceed to the nearest convenient inner port and there load or discharge or complete loading or discharge. Any and all extra expenses and risk of forwarding otherwise in consequence thereof shall be borne entirely by the Shipper and/or Consignee of the goods.

8. **Transshipment, Forwarding etc.** Whenever the Carrier or master may deem it advisable or in any case where the goods are consigned to a point where the ship does not expect to discharge, the Carrier or master may, without notice, forward the whole or any part of the goods before or after loading at the original point of shipment or any other place or places even though outside the scope of the voyage or the route to or from the port of discharge or the destination of the goods, by any vessel, vessels or other means of transportation by water or by land or by both such means, whether operated by the Carrier or by others and whether departing or arriving or scheduled to depart or arrive before or after the ship expected to be used for the transportation of the goods. This Carrier, in making arrangements for any transshipping or forwarding or means of transportation not operated by this Carrier, shall be considered solely the agent of the shipper and shall assume no responsibility whatsoever.

All responsibility of the carrier in its capacity shall nevertheless cease and the goods shall be deemed delivered by him and this contract of carriage shall be deemed fully performed on actual or constructive delivery of the goods to himself as such agent of the shipper and consignee or to any such person or institution at port of discharge from ship or elsewhere in case of an earlier transshipment. This shipper and consignee shall be liable to this carrier for and shall indemnify him against all expense of forwarding and transshipping, including any increase in or additional freight or other charges whatsoever.

This carrier shall not be responsible for the acts, neglect, delay, or failure to act of anyone to whom the goods are entrusted or delivered for storage, handling, or any service incidental thereto.

9. The carriage by any transshipping or forwarding carrier or transshipment or forwarding shall be subject to all the terms whatsoever in the regular form of bill of lading, freight note, contract or other shipping document used at the time by such carrier, whether issued for the goods or not, and even though such terms may be less favorable to the shipper or consignee than the terms of this bill of lading and may contain more stringent requirements as to notice of claim or commencement of suit and may exempt the carrier from liability for negligence. The shipper expressly authorizes the Carrier to arrange with any such transshipping or forwarding carrier that the lowest valuation of the goods or limitation of liability contained in the bill of lading or shipping document of such carrier shall apply even though lower than the valuation or limitation herein. Pending or during transshipment the goods may be stored ashore or afloat at their risk and expense and the Carrier shall not be liable for detention.

The carrier or master in the exercise of his discretion may at any time, whether or not customary, and without notice require the goods to be lightered in or from the ship at the risk and expense of the goods and, in this event, the carrier or master may make arrangements for lightering or use of craft but in so doing shall be considered solely as the agent of the shipper and consignee and without any responsibility whatsoever. The carrier shall not be responsible for the choice of condition, seaworthiness or equipment of such lighter or craft nor for any loss or damage to the goods while on such lighter or craft or in the custody of the lighterman. If the goods are lightered in or forwarded with lighter or craft operated or controlled by the carrier himself the carrier in any capacity whatsoever shall not be responsible for loss of or damage to or in connection with the goods, however caused, even in case of negligence, and may collect the cost thereof from shipper or consignee.

10. **Accuracy of Description of Goods.** The shipper, whether principal or agent, affirms and warrants that the goods are properly and fully described, marked, packed, secured and packed in adequate containers and can be handled in ordinary course without damage to the goods, ship or property of persons and guarantees the correctness of the particulars, weight of each piece or package and description of the goods. If the weight of any article or package is incorrectly given or no weight is declared of an article or package exceeding the net weight of the goods, the shipper or consignee shall be responsible for the loss of the ship or other property of the carrier or of others, or if any loss of life or personal injury is sustained by any person or persons, the shipper and owner of the cargo shall be liable for such loss or damage or personal injury and shall indemnify the carrier against any claim of third parties. The carrier may at any time and for any purpose weigh, measure and value the goods and open packages and examine contents. The correctness of the marks, numbers, quantity, weight, measurement, contents, condition thereof, origin, nature, quality and value shall not be attributable to nor the responsibility of the carrier.

Without limiting the generality of the foregoing, it is agreed that as the carrier has no reasonable means of checking the quantity or weight of goods shipped (including bulk and liquid cargo), the carrier does not represent that the quantity or weight of such goods as furnished by the shipper and appearing in this Bill of Lading is accurate.

11. **Valuables.** The Carrier shall not be responsible for specie, bullion, jewelry, plate, precious stones or metals, bank notes, bonds

or other negotiable documents or valuables until actually delivered on board the ship to the master or other officer in charge of the deck at the time and signed by him. Delivery must be taken on the ship's dock at port of discharge and the Carrier's responsibility shall thereupon cease.

12. **Deck Cargo, Live Animals.** Goods may always be stowed on deck. Goods stowed in poop, forecabin, deckhouse, shelter deck, postern space, store room, bunker space or any other covered in space shall be deemed to be stowed under deck for all purposes, including General Average. Goods carried on deck and stowed herein to be so carried, and live animals are received, loaded, stowed, kept, carried, discharged and delivered solely at shipper's and for consignee's risk and the carrier shall not be liable for loss thereof or damage thereto even though resulting from unseaworthiness or from lack of due diligence to make the vessel seaworthy or from any fault, negligence or omission of the carrier personally or of his servants, agents or subcontractors.

13. **Special Heating, Cooling and Ventilation.** The carrier does not undertake to carry any goods in refrigerated or specially cooled, air conditioned, heated or ventilated compartments, and shall not be liable for any loss or damage for failure to do so, unless such carriage is expressly stipulated for herein.

14. **Delay.** The carrier, as carrier or in any other capacity whatsoever, shall not be liable for loss or damage arising or resulting from delay, no matter what the cause thereof may be.

15. **Discharge and Delivery.** The Carrier may commence discharge immediately on arrival of the ship without giving notice of arrival or discharge and may discharge the goods directly they come to hand at or onto any wharf, craft or place that the Carrier may select and continuously Sundays and holidays included, at all such hours by day or by night as the Carrier may determine no matter what the state of the weather or custom of the port may be.

The carrier and the carrier does not undertake to furnish such facilities. The Carrier may require the consignee to furnish lighters and other craft, cranes, depot, wharf and other facilities, to enable the ship to discharge as soon as she is ready and as fast as the master may desire, and the goods shall be liable for all loss and expense resulting from any detention of the ship caused by consignee's delay and default, demurrage to be computed at the rate of United States currency per net registered ton per running day specified in the applicable tariff of the Carrier or on the face hereof.

When the goods are received or taken by customs or other authorities or by the operator of any lighter, dock, warehouse, elevator or other facility, whether selected by the carrier, shipper or consignee, and whether public or private, such authority or operator shall be considered as having received possession and delivery of the goods solely as agent of and on behalf of the shipper and consignee, at the risk and expense of the goods and subject to any lien of the carrier thereon.

16. **Check of Goods.** The consignee (or his tally clerk) check the goods in co-operation with the ship's checkers the ship's checking shall be accepted by the shipper and consignee as conclusive evidence.

17. **Bill of Lading.** If required by the Carrier, one signed bill of lading duly endorsed must be surrendered to the agent of the ship at the port of discharge. The bill of lading shall be subject to the provisions of the York-Antwerp Rules 1950 and to matters not therein provided according to the laws and usages at the port of discharge. Goods that cannot be identified as to marks or numbers, cargo sweepings, liquid residue and any unclaimed goods not otherwise accounted for shall be allocated for completing delivery to the various consignees of goods of like character in proportion to any apparent shortage, loss of weight or damage.

18. **Consignment of parcels.** If the goods are required to be taken to the right marks and numbers, and after the lighterman, truckman, wharfman, or the party applying for the goods has signed for the same, the vessel and the carrier respectively are discharged from all responsibility for mis-delivery or non-delivery. The carrier shall not be responsible for failure to assort goods and to deliver goods separately in accordance with marks and numbers mentioned on the reverse side.

19. **The goods shall be liable for all expense of unloading, co-storing, baling or reconditioning of the goods or packages and gathering of loose cargo or contents of packages, also for any payment, expense, fine, duty, tax, import, loss, damage or detention sustained or incurred by or levied upon the Carrier of the ship in connection with the goods, however caused, including any action in requirement of any government or governmental authority or person purporting to act under the authority thereof, seizure under legal process or attempted seizure, incorrect or insufficient marking, numbering or addressing of packages or description of the contents, failure of the shipper or consignee to procure consular, Board of Health or other certificates to accompany the goods, failure to comply with laws or regulations of any kind imposed with respect to the goods by the authorities at any port or place, or any act or omission of the shipper or consignee.**

20. **Freight and other charges, Lien.** Freight shall be payable, at Carrier's option, on gross intake weight or measurement, or gross discharge weight or measurement, or on ad valorem basis, or on package basis. Freight may be calculated on the basis of the particulars of the goods furnished by the shipper hereunder but the Carrier may at any time open the packages and examine, weight, measure and value the goods. In case shipper's particulars are found to be erroneous and additional freight is payable, the goods shall be liable also for any expense incurred for examining, weighing, measuring and valuing the goods. Full freight hereunder to port of discharge named herein shall be considered completely earned on receipt of the goods by the Carrier, whether the freight be stored or intended to be prepaid or to be collected at destination, and the Carrier shall be entitled to all freight and charges due hereunder, whether actually paid or not, and to receive and retain them irrevocably under all circumstances, whether ship and/or cargo lost or not lost or voyage interrupted or abandoned. Full freight shall be paid whether the goods be damaged or lost, or packages be empty or partly empty. If there shall be a forced interruption or abandonment of the voyage at the port of shipment or elsewhere any forwarding of the goods or any part thereof shall be at risk and expense of the goods. All unpaid charges shall be paid in full and with any offset, counterclaim or deduction in the currency of the country of the port of shipment, or at Carrier's option, in the currency of the port of discharge at the demand rate of New York exchange as quoted on the day of the ship's entry at the Custom House or her port of discharge.

The Carrier shall have a lien on the goods, which shall survive delivery. For all charges due hereunder and may enforce this lien by public or private sale and without notice, upon the goods or any part thereof and any other property belonging to the shipper or consignee which may be in the carrier's possession.

The shipper and consignee shall be jointly and severally liable to the Carrier for the payment of all charges and for the performance of the obligation of each of them under the terms of this bill of lading.

21. **Adjustment of Claims.** In case of any loss or damage to or in connection with goods exceeding in actual value \$ 500 lawful money of the United States, per package, or in case of goods not shipped in packages, per customary freight unit, the value of the goods shall be deemed to be \$ 500 per package or per unit, on which basis the freight is adjusted and the Carrier's liability, if any, shall be determined on the basis of a value of \$ 500 per package or per customary freight unit, unless the nature of the goods and a valuation higher than \$ 500 shall have been declared in writing by the shipper upon delivery to the Carrier and inserted in this bill of lading, and in such case the actual value of the goods shall be the basis for the adjustment of the freight and the Carrier shall be liable for the loss or damage to the goods, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value. In view of the difficulty of ascertaining the exact market value at the port of destination, it is hereby agreed that the market value shall be deemed to be the invoice value whether such invoice shall be higher or lower than exact market value.

22. **Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier on or before the delivery of the goods to the consignee, the consignee shall be deemed to have accepted the goods in the custody of the consignee and shall be liable for the loss or damage to the goods, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value. In view of the difficulty of ascertaining the exact market value at the port of destination, it is hereby agreed that the market value shall be deemed to be the invoice value whether such invoice shall be higher or lower than exact market value.**

23. **Identity of Carrier.** If the carrying ship is not owned by the Company by whom this Bill of Lading is issued, this Bill shall have effect only as a contract with the Owner as principal made through the agency of the said Company who acts as agent only and shall be under no personal liability whatsoever in respect thereof.

24. **General Average.** General Average will be adjusted and payable at New York or elsewhere at the option of the shipper or consignee according to the York-Antwerp Rules 1950 and to matters not therein provided according to the laws and usages at the place of adjustment. General Average shall be prepared by average adjusters selected by the Carrier, said adjusters to be appointed by the shipper or consignee and their decisions shall be final and binding on the shipper and consignee. General Average shall be adjusted in the currency or currencies at the option of the Carrier.

The consignee is bound to sign before delivery of the cargo the General Average Bond in use with the Carrier and to contribute to the amount fixed by the Carrier as a security for the contribution ultimately due. The consignee is bound to deliver the goods to the consignee under such Bond has been signed and deposit has been paid. Cargo not shipped under a bill of lading not so contribute to General Average.

All losses, sacrifices and expenditures, incurred in the event of stranding to bring the vessel and cargo (including towage and discharge etc.) even if the vessel and cargo were not in immediate or prospective peril, to be considered as General Average. In the event of accident, danger, damage or disaster, before or after commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statutory enactment or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred. The Carrier shall pay salvage and special charges incurred in respect of the goods. If a salvaging ship is owned or operated by the Carrier, salvage shall be paid for as fully as if such salvaging ship or ships belonged to strangers. Such deposit as the Carrier or his agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, shippers, consignees or owners of the goods to the Carrier before delivery.

25. **Servants and Agents.** It is hereby expressly agreed that no servant or agent of the carrier (including every stevedore or other independent contractor from time to time employed by it; the Carrier) shall in any circumstances whatsoever be under any liability whatsoever to the Shipper, Consignee or Owner of the goods or to any holder of this Bill of Lading for any loss, damage or delay of whatsoever kind arising or resulting directly or indirectly from any act, neglect or default on his part while acting in the course of or in connection with his employment and without prejudice to the generality of the foregoing provisions in this Clause, every exemption, limitation, condition and liberty herein contained and every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier or to which the Carrier is entitled hereunder shall also be available and shall extend to protect every servant or agent of the Carrier acting as aforesaid and for the purpose of all the foregoing provisions of this Clause the Carrier is or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all persons who are or might be his servants or agents (including his servants or agents or independent contractors or other independent contractors as aforesaid) and all such persons shall to this extent be deemed to be parties to the contract in or evidenced by this Bill of Lading.

26. **Both to Blame Collision Clause** shall apply.

(continued on reverse side)

FACTURE CONSULAIRE

CONSULAT DE LA



REPUBLIQUE D'HAITI

H. REF#6391-H

DEC 12 1974

CONSULAR INVOICE

1371

B. L. No. 154

Marks (Marques) and Country of Origin BANQUE NATIONALE DE LA REPUBLIQUE D HAITI ATTN: SENIOR SUB MANAGER MADE IN USA (PRINTED MATTER) UNISSUED BANK NOTE FORMS)	Merchandise Shipped on the S.S.: METEOR(DUTCH) on 11.29.74 Marchandises expédiées sur le SS NEW YORK Nationality - Name (nom) PORT AU PRINCE of Sailing Sailing from the Port of NEW YORK for AMERICAN BANK NOTE COMPANY, NEW YORK, NY , Haiti Partant du port de Name and Address of Shipper AMERICAN BANK NOTE COMPANY, NEW YORK, NY Nom et adresse de l'expéditeur Consigned to MMMM BANQUE NATIONALE DE LA RE- of PORT AU PRINCE Consignées à l'ordre de PUBLIQUE D HAITI of PORT AU PRINCE , Haiti Notify SAME of Notifier de
--	---

Numbers Numéros	Number of pieces Nombre de colis	Nature of Packing Nature de l'emballage	Denomination and Details of Each Article (Quantity, Quality, Measure, Yardage, etc.) in Terms of the Haitian Tariff. Dénomination et détails de chaque article (quantité, qualité, mesure, yardage, etc.) dans les termes du Tarif Haïtien.	Weights in Poids en KILOS		Values in U.S. Currency Valeur en Monnaie des E.U.
				Gross Brut	Net Net	
1970/ 1989	20	CASES	PRINTED MATTER(INCOMPLETE BANK NOTE FORMS)	1900	1520	\$26914.59

ager Service Corp.
Trade Center
TE 2569
10048
432-0880
Export Messeng
One World T
SUITE
NEW YORK, N. Y. 100

ORIGINAL

DU ET ENREGISTRE
LE CONSULAT DE LA REPUBLIQUE D'HAITI
A NEW YORK

Signature

CONSULAT GENERAL
HAITI
PORT AU PRINCE

We affirm that this invoice is a correct and faithful expression of the truth, j'affirme que cette facture est l'expression sincère et fidèle de la vérité, that it corresponds in every particular with our books, and that neither the qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle, usual designation, nor the weights, nor the quantity or quality, nor the value ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles and origin named therein are in any way altered, and are thereof exactly the qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que same than those appeared on our Export Declaration No. submitted to the U. S. Custom House. of (date) ceux accusés sur ma déclaration No. du soumise à la Douane des Etats-Unis.

NEW YORK Date DECEMBER 4 19 74

J.M. RODGERS CO. INC.

Name of forwarding agent, broker or commissioner, etc.

AMERICAN BANK NOTE CO.

For Account of

Shippers
Expéditeurs
Per: Signature

NOTE:—In all cases where the merchandise is taxed at net weight, the weight to be taxed of said merchandise will include all interior or immediate packing, including the paste board boxes or objects made of paste board, not subject to a higher tax. (Article 29, Law of July 26, 1926.)

Dans tous les cas où les marchandises sont taxées au poids net, le poids imposable des dites marchandises comprendra tous les emballages antérieurs ou immédiats, y compris les cartons ou objets en carton, non soumis à un droit plus élevé (Article 29, loi du 26 Juillet, 1926.)

ARRANGEMENT OF DOCUMENTS:

3 Consular Invoices and 3 Original Bills of lading clipped or stapled together, the invoice on top.

To each of the remaining Consular invoices a copy of signed B/L must be stapled and the whole set clipped together.

Value of merchandise	\$26914.59
Valeur des marchandises	
Packing (if not included in the value of the merchandise)	
Emballage (s'il n'est pas compris dans la valeur des marchandises)	
Inland Freight. Bill of Lading. Wharfage and Trucking Charges	
Frêt et frais du connaissement, embarquement et camionnage.	
Total F. O. B. Value	
Brokerage fees	
Commission d'achat	
Interest	
Intérêts	
Export Duties paid at Port of Origin	
Droits d'exportation acquittés au port d'origine	
Ocean Freight and Bill of Lading Expenses (including embarking and disembarking)	486.91
Frêt et frais du connaissement, embarquement et débarquement compris	45.30
Insurance	
Assurance	
Consular fees:	
Droits consulaires:	
Stamp on Inv. (\$1.20)	
B/L visa (\$2.00)	
Stamp on B/L (\$1.20)	
Other expenses	
Autres frais	
Total amount of invoice	\$27446.80
Montant total de la facture	

CONSULAR INVOICE FEES

*For any merchandise being shipped by boat to Haiti and whose value FOB is inferior to \$200.00 — the fee is \$3.00 plus B/L visa and Stamps 7.40
Over \$200.00 — the fee is 2% on the value FOB plus B/L visa and Stamps
Visa for Certificate of Origin \$2.00 plus Stamps \$1.20 3.20
Visa for Commercial Invoice if requested \$2.00 plus Stamp \$1.20 3.20
ADDITIONAL FEES:
Visa on Consular Invoice requested after 4 p. m. 2.00*
Visa on Consular Invoice requested on holidays 4.00*

Signature

BILL OF LADING (continued from reverse side)
NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER"

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES)

SHIPPER / EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK, N.Y. 10004.		DOCUMENT NO. DOCK RECEIPT TO SHIPPER ATTN: MR. DON WOOSTER. AG 11/20/	
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL PORT-AU-PRINCE, HAITI, ATTN: SENIOR SUB-MGR.		EXPORT REFERENCES H.V.D. E 6391 DEC 12 1974	
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.		FORWARDING AGENT-REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF:	
PIER PT 39 ED STREET, BROOKLYN		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
PORTING CARRIER (VESSEL) METLAK SLG 11/29		DOMESTIC ROUTING / EXPORT INSTRUCTIONS	
PORT OF DISCHARGE PORT-AU-PRINCE		ONWARD INLAND ROUTING	
PORT OF LOADING NEW YORK.			
FOR TRANSHIPMENT TO			

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT-AU-PRINCE HAITI, ATTN SENIOR SUB- MGR. MADE IN USA PRINTED MATTERS UNISSUED BANK NOTE FORMS 1970/1989 United States prohibits disposition of these commodities to the Soviet bloc, Cuba, China, North Korea, Communist controlled areas of Vietnam, Czechoslovakia, Rumania, unless otherwise authorized by the United States.	20	LICENSE G-DEST WOOD CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) III ET ENREGISTRE NEW GENERAL D'HAITI OCEAN FREIGHT WILSON FLORESTAL	4200	111-0

FREIGHT CHARGES PAYABLE AT

BY

ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as well as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

By

111 cu. ft. @ 87 per 40 cu. ft.
+ 3/4 of 1% ad valorem
Lbs. @ per 2000 lbs.
EXEMPTION
TOTAL U.S. CURRENCY

Dated in NEW YORK.

MO. DAY YEAR B/L NO.

476.91

RCA

H. V. D.

DEC 12 1974

Global Telegram

Full Rate ☒ Letter Telegram ☐ Press ☐ (Full Rate unless otherwise marked). This telegram will be transmitted electronically by cable, radio, or satellite.

Sender's Name and Address AMERICAN BANK NOTE COMPANY, 70 BROAD ST., N.Y.C. Account Number _____

All telegrams are accepted subject to the rates, rules, and regulations as set forth in the applicable tariff of RCA Global Communications, Inc. on file with the F.C.C.

To INSULAIRE
PORTAUPRINCE (HAITI)

Via RCA
Insert "RCA"

NOVEMBER 29, 1974

FOR BONNEFIL

WE PAID MELVIN 202 DOLLARS ON NOVEMBER 29

BANKNOTE

OK
J.P.

TO FILE INTERNATIONAL TELEGRAMS VIA RCA...

From anywhere in the United States,

Telephone: 212-363-4141 or the Western Union office nearest you, specifying "VIA RCA" immediately following the city destination.

TWX machine: Dial the toll-free number 810-621-7850, or the RCA office nearest you:
New York—710-581-5151
Washington, D. C.—710-822-1917
San Francisco—910-372-7390

Western Union domestic telex:

Dial the toll-free number 1042. If 1042 is busy, dial 1044 and specify "VIA RCA."
Or dial the RCA office nearest you:
New York—12-7276
Washington, D. C.—89-2678
San Francisco—34-0968

Traffic Offices, Continental U.S.A.

In NEW YORK CITY,

Main Office: 60 Broad Street, New York 10004

To Send International Telegrams:

Telephone: 363-4141
Western Union telex: 12-7276
TWX (60 WPM): 212-571-1970
TWX (100 WPM): 710-581-5151
WATS Dataphone: 212-747-0113
Facsimile: 212-269-0111/1323
Messenger: 363-4272

You may also stop in or telephone any of these convenient Public Offices:

54 Wall Street	944-3650
111 Broadway	732-3377
132 Franklin St.	925-4891
31 Union Square West	675-4150
35 West 31st St.	695-2472
25 West 43rd St.	279-0572
405 Lexington Ave.	986-6580
30 Rockefeller Plaza	247-5525
330 West 58th St.	247-6210
204 East 58th St.	755-8109
Waldorf Astoria Hotel	758-1200
U.N. Headquarters	355-6940
J. F. Kennedy Airport	656-5787

In SAN FRANCISCO,

Main Office: 135 Market St., San Francisco 94105

To Send International Telegrams:

Telephone: 415-421-4200
Western Union Telex: 34-0968
TWX (100 WPM): 910-372-7390
Dataphone: 415-433-3264
For Messenger Pick-Up: 415-421-4200

In WASHINGTON, D. C.

Main Office: 2030 M St., N.W., Wash., D.C. 20036

To Send International Telegrams:

Telephone: 703-558-4321
Western Union Telex: 89-2678
TWX (60 WPM): 202-965-0833
TWX (100 WPM): 710-822-1917
For Messenger Pick-Up: 703-558-4325

Overseas Traffic Offices

DOMINICAN REPUBLIC, SANTO DOMINGO
Edificio Diez, Calle Conde 35, Tel. 682-2887

GUAM, AGANA

Ada Plaza Center, Tel. 7916

HAITI, PORT-AU-PRINCE

Maison Leger, Place Geffrard, Tel. 3322

HAWAII, HONOLULU

223 South King Street, Tel. 537-2521

MARIANA ISLANDS, SAIPAN

Joeten Center Tel. 6456

PHILIPPINE REPUBLIC, MANILA

Commercial Center, P.O. Box 750,
Makati, Rizal, Tel. 89-18-61

PUERTO RICO, SAN JUAN

701 Avenida Ponce de Leon,
Miramar, P. R., Tel. 723-6170

Liability limited to \$500 except for repeated or specially valued service which is available upon request.

RCA
Global
Communications

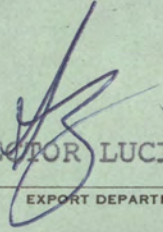
INSTRUCTIONS TO CARRIER

SHIPPER/EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK, N.Y. 10004.		DOCUMENT NO. DOCK RECEIPT TO SHIPPER ATTN: MR. DON WOOSTER. AG 11/20/74 EXPORT REFERENCES E 6391 DEC 12 1974		
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D' HAITI, DEPARTEMENT COMMERCIAL PORT -AU - PRINCE, HAITI, ATTN: SENIOR SUB-MGR.		FORWARDING AGENT - REFERENCES J. M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF: FROM-431		
NOTIFY PARTY SAME AS ABOVE.		DOMESTIC ROUTING/EXPORT INSTRUCTIONS		
PIER OR AIRPORT FT 39 th STREET, BROOKLYN		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.		
EXPORTING CARRIER (Vessel/Airline) METEOR SLG 11/29	PORT OF LOADING NEW YORK.	ONWARD INLAND ROUTING		
SEA PORT OF DISCHARGE PORT - AU- PRINCE	FOR TRANSSHIPMENT TO			
PARTICULARS FURNISHED BY SHIPPER				
MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NATIONALE De LA REPUBLIQUE D'HAITI PORT-AU-PRINCE HAITI, ATTN SENIOR SUB- MGR. MADE IN USA PRINTED MATTER- UNISSUED BANK NOTE forms #1970/1989 "United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."	20	LICENSE G-DEST WOOD CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS) OCEAN FREIGHT PREPAID.	4200	111-0 D

IMPORTANT:

- ☒ DO NOT LOAD ON VESSEL IF RECEIVED SHORT OR WITH EXCEPTIONS—IN EITHER CASE NOTIFY US IMMEDIATELY.
- ☐ ON BOARD B/L REQUIRED DATED NO LATER THAN _____.
- ☐SIGNED &UNSIGNED NON-NEGOTIABLE COPIES REQUIRED.
- ☒ SPECIAL INSTRUCTIONS: ~~W/OUT B/L~~

DELIVERY ONLY 11/26/74.


HECTOR LUCIANO.

EXPORT DEPARTMENT

FORM 510

APPERSON BUSINESS FORMS, INC. - LOS ANGELES - NEW YORK

WHSE NO. 0921

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665

NEW YORK, N.Y. 10048

H. V. D.

DEC 12 1974

F.M.C. 431



TELEPHONE (212) 432-9191

CABLE ADDRESS JONMAROD

FORWARDING INSTRUCTIONS

From AMERICAN BANK NOTE COMPANY

Date NOVEMBER 19, 1974

Address 70 BROAD ST., N.Y.C. 10004

Our Reference No. 2-0701-484

MARKS & NOS.	NO. AND KIND OF PACKAGES	CONTENTS	GROSS WEIGHT	NET WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - UNISSUED BANK NOTE FORMS) #1970/1989	LA	20 WOODEN CASES PRINTED MATTER INCOMPLETE BANK NOTE FORMS EA. CASE 28 1/2 X 22 X 14 3/4	4200	3360	111 CFT
EITHER ONE OF THESE CLAUSES MUST APPEAR ON YOUR INVOICES: →		THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION... DIVERSION CONTRARY TO U.S. LAW PROHIBITED.	United States Law prohibits disposition of these commodities to the Soviet Bloc, Communist China, North Korea, Laos, Hong Kong, Communist Controlled areas of Viet Nam and Laos and Cuba unless otherwise authorized by the United States.		

SCHEDULE B COMMODITY NO.	SPECIFY A or B	GENERAL LICENSE (G. DEST.) A)	EXPORT LICENSE NO. B)
--------------------------	----------------	-------------------------------	-----------------------

MAKE BILLS OF LADING IN THE NAME OF **ALL CHARGES TO US** AS SHIPPER

CONSIGN TO ORDER OF

ULTIMATE CONSIGNEE (FULL NAME AND ADDRESS)
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI
ATTN: SENIOR SUB-MGR. - DEPARTMENT COMMERCIAL
PORT-AU-PRINCE, HAITI

PORT OF DISCHARGE
PORT-AU-PRINCE

VALUE FOR CUSTOMS PURPOSES
\$27,447.

INLAND FREIGHT TO BE PAID BY:	CARTAGE TO STEAMER TO BE PAID BY:	YOUR SERVICES TO BE PAID BY:	INSURANCE EFFECTED BY <input type="checkbox"/> US <input type="checkbox"/> CONSIGNEE
OCEAN FREIGHT TO BE PAID BY:	CONSUL FEES AND BLANKS TO BE PAID BY:	EFFECT INSURANCE FOR: \$	PREMIUM TO BE PAID BY:

COLLECT FOR OUR ACCOUNT	AMOUNT \$	METHOD OF COLLECTION <input type="checkbox"/> C.O.D. <input type="checkbox"/> S/D <input type="checkbox"/> L/C (ORIG. OR EXACT COPY OF L/C MUST ACCOMPANY THESE INSTRUCTIONS)
<input type="checkbox"/> OPEN ACCOUNT	NAME OF BANK FOR COLLECTION	

MAIL

ORIGINAL DOCUMENTS TO:
TO US AND 1 COPY OF N/N B/L
NON-NEGOTIABLE COPIES TO:

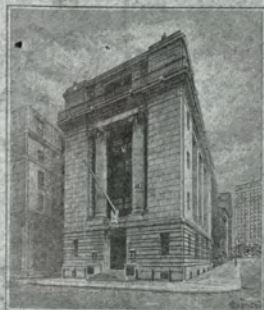
SPECIAL INSTRUCTIONS OUR TRUCK WILL DELIVER TO PIER ON NOV. 27TH - SHIPMENT WILL BE OFF LOADED IMMEDIATELY INTO A CONTAINER. SAID CONTAINER TO BE SEALED & IMMEDIATELY PUT ON BOARD SHIP. BOOK FOR SAILING ON S.S. METEOR ON NOV. 29TH. YOU WILL MAKE OUT CONSULAR FORMS.

ENCLOSURES:

EXPORT DECLARATION

We hereby authorize you to sign and endorse all documents in connection with this shipment. The above is a correct declaration and should the shipment for any cause be refused or returned, we agree to pay any and all charges incurred. Claims for loss or damage to packages or contents waived unless insured.

Yours truly,



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

NOVEMBER 22, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

DR.

OUR ORDER 2-0701-484

YOUR ORDER

DATE OF SHIPMENT

TERMS: NET. F.O.B.N.Y.

TWENTY (20) CASES, CONTAINING:

2,000,000 NOTES, 2 GOURDES, NOS. F 000001 - F 1000000
G 000001 - G 1000000

CASE NOS.	NUMBERS	CASE NOS.	NUMBERS
1970	F 000001 - F 100000	1980	G 000001 - G 100000
1971	F 100001 - F 200000	1981	G 100001 - G 200000
1972	F 200001 - F 300000	1982	G 200001 - G 300000
1973	F 300001 - F 400000	1983	G 300001 - G 400000
1974	F 400001 - F 500000	1984	G 400001 - G 500000
1975	F 500001 - F 600000	1985	G 500001 - G 600000
1976	F 600001 - F 700000	1986	G 600001 - G 700000
1977	F 700001 - F 800000	1987	G 700001 - G 800000
1978	F 800001 - F 900000	1988	G 800001 - G 900000
1979	F 900001 - F 1000000	1989	G 900001 - G 1000000

MARKS

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI

ATTN: SENIOR SUB-MANAGER
MADE IN U.S.A.

(PRINTED MATTER - UNISSUED
BANK NOTE FORMS)

#1970/1989

NET WEIGHT: 1,520 KILOS

GROSS WEIGHT: 1,900 KILOS

STEAMER: S.S. "METEOR"

VALUE: U.S.\$27,446.80 C.I.F. PORT-AU-PRINCE

AMERICAN BANK NOTE COMPANY

VICE PRESIDENT

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.



AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

NOVEMBER 22, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

DR.

OUR ORDER 2-0701-484

YOUR ORDER

DATE OF SHIPMENT

TERMS: NET, F.O.B. N.Y.

TWENTY (20) CASES, CONTAINING:

2,000,000 NOTES, 2 GOURDES, NOS. F 000001 - F 1000000
G 000001 - G 1000000

CASE NOS.	NUMBERS	CASE NOS.	NUMBERS
1970	F 000001 - F 100000	1980	G 000001 - G 100000
1971	F 100001 - F 200000	1981	G 100001 - G 200000
1972	F 200001 - F 300000	1982	G 200001 - G 300000
1973	F 300001 - F 400000	1983	G 300001 - G 400000
1974	F 400001 - F 500000	1984	G 400001 - G 500000
1975	F 500001 - F 600000	1985	G 500001 - G 600000
1976	F 600001 - F 700000	1986	G 600001 - G 700000
1977	F 700001 - F 800000	1987	G 700001 - G 800000
1978	F 800001 - F 900000	1988	G 800001 - G 900000
1979	F 900001 - F 1000000	1989	G 900001 - G 1000000

MARKS

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI
ATTN: SENIOR SUB-MANAGER
MADE IN U.S.A.
(PRINTED MATTER - UNISSUED
BANK NOTE FORMS)
#1970/1989

NET WEIGHT: 1,520 KILOS

GROSS WEIGHT: 1,900 KILOS

STEAMER: S.S. "METEOR"

VALUE: U.S.\$27,446.80 C.I.F. PORT-AU-PRINCE

AMERICAN BANK NOTE COMPANY

VICE PRESIDENT

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.

Form 7525-V
(Rev. JAN. 1, 1973)
(See Instructions on
Reverse Side)U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS—BUREAU OF INTERNATIONAL COMMERCE

SHIPPER'S EXPORT DECLARATION

OF SHIPMENTS FROM THE UNITED STATES

Export Shipments Are Subject To U. S. Customs Inspection

READ CAREFULLY THE INSTRUCTIONS ON BACK TO AVOID DELAY AT SHIPPING POINT

For shipments to foreign countries, where authentication of the Shipper's Export Declaration is required, the export declaration must be presented to and authenticated by Customs and a copy so authenticated delivered to the exporting carrier prior to exportation.

Declarations Should Be Typewritten Or Prepared In Ink

Form approved. Budget Bureau No. 41-R397.5.

CONFIDENTIAL — For use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. (Title 15, Sec. 30.91(a) C.F.R.; Sec. 7(c) Export Administration Act of 1969, P.L. 91-184)

Customs Authentication (For Customs use only.)

Do Not Use This Area

District

Port

Country (For customs
use only)

FILE NO. (For Customs use only.)

1. FROM (U. S. Port of Export)

2. METHOD OF TRANSPORTATION (check one):

☐ Vessel
(incl. ferry)☐ Air☐ Other (Specify) _____

2a. EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline.)

3. EXPORTER (Principal or seller—licensee)

AMERICAN BANK NOTE COMPANY,

ADDRESS (Number, street, place, state)

70 BROAD STREET. NEW YORK, N. Y. 10004

4. AGENT OF EXPORTER (Forwarding agent)

SAME

ADDRESS (Number, street, place, state)

SAME

5. ULTIMATE CONSIGNEE

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT-AU-PRINCE

6. INTERMEDIATE CONSIGNEE

SAME

ADDRESS (Place, country)

SAME

7. FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

PORT-AU-PRINCE

8. PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment.)

PORT-AU-PRINCE, HAITI

MARKS AND NOS.

NUMBER AND KIND OF PACKAGES, DESCRIPTION OF
COMMODITIES, EXPORT LICENSE NUMBER,
EXPIRATION DATE (OR GENERAL LICENSE SYMBOL)
(Describe commodities in sufficient detail to permit
verification of the Schedule B commodity numbers assigned.
Do not use general terms.
Insert required license information on line
below description of each item)SHIPPING (Gross)
WEIGHT IN POUNDS*
(required for vessel
and air shipments
only)or
Specify "D" or
"F" in
column (12)SCHEDULE B
COMMODITY No.NET QUANTITY
IN SCHEDULE B UNITS
(State unit)VALUE AT U. S. PORT
OF EXPORT
(Selling price or cost if
not sold, including in-
land freight, insur-
ance and other charges
to U. S. port of export)
(Nearest whole dollar;
omit cents figures)

(9)

(10)

(11)

(12)

(13)

(14)

(15)

20 CASES PRINTED MATTER

4200

D

892,9850

3360 LBS. \$27,447.

LICENSE NO. G-DEST

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI
ATTN: SENIOR SUB-MGR.
MADE IN U.S.A.
(PRINTED MATTER - UNISSUED
BANK NOTE FORMS)
#1970/1989

These commodities licensed by the U. S. for ultimate destination..... Diversion contrary to U. S. law prohibited.

16. WAYBILL OR MANIFEST No. (of Exporting Carrier)

17. DATE OF EXPORTATION (Not required for shipments by
vessel)18. THE UNDERSIGNED HEREBY AUTHORIZES J.M. RODGERS CO., INC., CUSTOMS BROKERS, NEW YORK, N.Y.
TO ACT AS FORWARDING AGENT FOR EXPORT CONTROL AND CUSTOMS PURPOSES. (Name and address—Number, street, place, State)

EXPORTER AMERICAN BANK NOTE COMPANY

BY (DULY AUTHORIZED
OFFICER OR EMPLOYEE)

SPECIAL ATT'Y

▶ 19. I CERTIFY THAT ALL STATEMENTS MADE AND ALL INFORMATION CONTAINED IN THIS EXPORT DECLARATION ARE TRUE AND CORRECT. I AM
AWARE OF THE PENALTIES PROVIDED FOR FALSE REPRESENTATION. (See Paragraphs I (c), (e), on reverse side.)Signature (Duly authorized officer or employee of exporter or named
forwarding agent)For AMERICAN BANK NOTE COMPANY - Special Att'y
(Name of corporation or firm, and capacity of signer; e.g., secretary,
export manager, etc.)

Address 70 BROAD STREET, NEW YORK, N. Y. 10004

▶ Declaration should be made by duly authorized officer or employee of exporter or of forwarding agent
named by exporter.aIf shipping weight is not available for each Schedule B item listed in column (13) included in one
or more packages, insert the approximate gross weight for each Schedule B item. The total of these
estimated weights should equal the actual weight of the entire package or packages.bDesignate foreign merchandise (reexports) with an "F" and exports of domestic merchandise pro-
duced in the United States or changed in condition in the United States with a "D." (See Instructions
on reverse side.)All copies of the export declaration, bill of lading, and commercial invoice must show a destination
control statement, when required. (See Department of Commerce Export Control Regulations.)

Do Not Use This Area

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V should not be filed for merchandise shipped intransit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for in-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph I (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the port of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried abroad each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify; i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications must be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Insert whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation, are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction VII (a) below.)

Column 14. - Insert the net quantity in Schedule B unit. State the unit of quantity shown; i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

IV. FOREIGN TRADE STATISTICS REGULATIONS - EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

AMERICAN BANK NOTE COMPANY
NEW YORK

H. V. D.

JAN 28 1975

December 19, 1974

Banque Nationale de la Republique
d'Haiti
Departement Commercial
Port-au-Prince, Haiti

Attention: Senior Sub-Manager

Gentlemen:

CONFIRMATION OF SHIPMENT

We have shipped to you per the S.S. "Matecor", which sailed for Port-au-Prince on December 12th, twenty (20) cases, Nos. 1990/2009, containing:

2,000,000 Notes, 2 Gourdes, Nos. H 000001 - H 1000000
J 000001 - J 1000000

which is a partial shipment of your order of May 9, 1974.

We enclose herewith the original Bill of Lading, Consular Invoice and Shipping Invoice, each in triplicate. We also enclose our bill in triplicate, in the amount of U.S.\$27,446.80, covering this shipment.

For your convenience, we are enclosing a copy of this letter which you may initial and return to us as evidence of your receipt of the above mentioned cases and documents herewith.

Very truly yours,

AMERICAN BANK NOTE COMPANY

Encls.

Assistant Manager
International Division

Cases & Documents received

Gérard Lélion Joseph
Signed

Gérard Lélion Joseph

Sous-Directeur

Date

January 17, 1975

27 MAR 22 1975
A. B. N. CO.
FORN DEPT.

FORNIGN DEPT.
A. B. N. CO.

JAN 27 9 06 AM '75

JAN 28 1975

December 18, 1974

Ministry of National Affairs
Bureau of National Affairs
Department of National Affairs
Port-au-Prince, Haiti

Attention: Chief of Bureau

Reference:

RECEIVED

As per attached to your letter of 12/18/74, which called for
information on the status of the 1974-75 season, we are enclosing
containing:

1. 1974-75 season, 1974-75 season, 1974-75 season, 1974-75 season,
1. 1974-75 season, 1974-75 season, 1974-75 season, 1974-75 season,

which is a copy of the 1974-75 season, 1974-75 season, 1974-75 season,
the 1974-75 season, 1974-75 season, 1974-75 season, 1974-75 season,
the 1974-75 season, 1974-75 season, 1974-75 season, 1974-75 season,
the 1974-75 season, 1974-75 season, 1974-75 season, 1974-75 season,

on your convenience, we are enclosing a copy of this letter
which you may wish to retain as an evidence of your receipt of
the above mentioned cases and documents herewith.

Very truly yours,

AND JEAN BAPTISTE COMANT

Assistant Secretary
International Division

Office of the Secretary

1975
January 17, 1975



4th COPY

DEC 23 1974 B 1877

AMERICAN BANK NOTE COMPANY

EXECUTIVE OFFICES

(FOR CORRESPONDENCE ONLY)

70 BROAD STREET - NEW YORK, N. Y. 10004

212/944-6200 DECEMBER 19, 1974

FOR REMITTANCE ONLY

TO NEAREST POST OFFICE BOX:

P. O. BOX 5457

CHURCH STREET STATION
NEW YORK, NEW YORK 10008
D-U-N-S 290-1452

P. O. BOX 91371

CHICAGO, ILLINOIS 60690
D-U-N-S 290-1460

P. O. BOX 360366M

PITTSBURGH, PA. 15230
D-U-N-S 00-494-9061**BANQUE NATIONALE DE LA
REPUBLIQUE D'HAITI****PORT-AU-PRINCE**

RETURN COPY WITH REMITTANCE

SALES OFFICE NO.

201

SALESMAN'S NO.

90

OUR ORDER

2-0701-484

YOUR ORDER

LTR. MAY 9, 1974

TERMS: NET DUE ON RECEIPT OF INVOICE
F. O. B. C.I.F.**PORT-AU-PRINCE****2,000,000 NOTES - 2 GOURDES**NOS. H000001 TO H1000000
J000001 TO J1000000**U.S. DOLLARS \$ 27,446.80**VIA: S.S. "METEOR"
20 CASES - NOS. 1990/2009

PLATES ENGRAVED ONLY ON CONDITION THAT THEY REMAIN IN THE CUSTODY OF THIS COMPANY.

TERMS THAT ALL GOODS SOLD OR TO BE SOLD TO YOU BY IT HAVE BEEN OR WILL BE PRODUCED BY IT IN
THE APPLICABLE PROVISIONS OF THE FAIR IN TRADE STANDARDS ACT OF 1938, AS AMENDED.

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS
CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665
NEW YORK, N. Y. 10048

H. V. D.

DEC 28 1974

F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD



DATE 12 18 74

T
O
AMERICAN BANK NOTE CO.
70 BROAD STREET
NEW YORK, N.Y. 10004

DESCRIPTION

AS PER OCEAN B/L.

ENTRY NO.	OUR REF. NO.	YOUR REF. NO.	STEAMSHIP CO.
	6438		ROYAL NETHERLANDS S/S.
CARRIER	ARRIVED	BILL OF LADING NO.	PORT
METEOR	12 12 74	117	PORTU-AU-PRINCE

IMPORTANT SUBJECT TO TERMS AND CONDITIONS OF SERVICE ON REVERSE SIDE IMPORTER MUST FURNISH MISSING DOCUMENTS WITHIN THE PERIOD OF TIME AS REQUIRED BY CUSTOMS REGULATIONS TO AVOID CUSTOMS PENALTIES.	TRANSFER CHARGES PAID	1	
	SHIPPER'S COLLECTION AND REMITTANCE	2	
	DUTY DEPOSIT, SUBJECT TO LIQUIDATION	3	
	CUSTOMS ENTRY	4	
	ADD'L INVOICES AND CLASSIFICATIONS	5	
	IMMEDIATE DELIVERY PERMIT	6	
	BOND TO CUSTOMS, PREPARATION, SERVICE AND PREMIUM	7	
	DEPOSIT FOR MISSING DOCUMENTS, BONDS, CANCELLATIONS AND SERVICES	8	
	SERVICES - PLANT QUARANTINE, FOOD AND DRUG, BAI	9	
	REFORWARDING SERVICES	10	
	SPECIAL MESSENGER SERVICE	11	4.00
	POSTAGE AND PETTIES	12	3.00
	SPECIAL SERVICES AND EXPENSES	13	
	FREIGHT CHARGES - OCEAN/AIR	14	516.03
	INSURANCE AND PLACEMENT SERVICES	15	
	INLAND FREIGHT	16	
	COOPERAGE FOR CUSTOMS EXAMINATION AND MARKING	17	
	GENERAL ORDER WAREHOUSE CHARGES	18	
	DOCK / AIRPORT STORAGE CHARGES	19	
	CARTAGE AND SERVICES	20	
	LOADING AND UNLOADING	21	
	CONSULAR FEES INCLUDING VISA AND NOTARY	22	16.50
	PREPARATION OF CONSULAR DOCUMENTS	23	
	ARRANGING FOR CONSULAR CERTIFICATE AND CERTIFICATE OF ORIGIN	24	
	BANKING DOCUMENTATION	25	
	CABLES, TELEGRAMS AND TELEPHONE CHARGES	26	
	SERVICE FEE - FORWARDING, CLEARING AND/OR DOCUMENTATION	27	20.00
			\$ 559.53

TERMS AND CONDITIONS OF SERVICE

(Please Read Carefully)

All shipments to or from the Customer, which term shall include the exporter, importer, sender, receiver, owner, consignor, consignee, transferor or transferee of the shipments, will be handled by J.M. Rodgers Co., Inc. (hereinafter called the "Company") on the following terms and conditions:

1. Services by Third Parties. Unless the Company carries, stores or otherwise physically handles the shipment, and the loss, damage, expense or delay occurs during such activity, the Company assumes no liability as a carrier and is not to be held responsible for any loss, damage, expense or delay to the goods to be forwarded or imported except as provided in paragraph 10 and subject to the limitations of paragraph 8 below, but undertakes only to use reasonable care in the selection of carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others to whom it may entrust the goods for transportation, carriage, handling and/or delivery and/or storage or otherwise. When the Company carries, stores or otherwise physically handles the shipment, it does so subject to the limitation of liability set forth in paragraph 8 below unless a separate bill of lading, air waybill or other contract of carriage is issued by the Company, in which event the terms thereof shall govern.

2. Liability Limitations of Third Parties. The Company is authorized to select and engage carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others, as required, to transport, store, deal with and deliver the goods, all of whom shall be considered as the agents of the Customer, and the goods may be entrusted to such agencies subject to all conditions as to limitation of liability for loss, damage, expense or delay and to all rules, regulations, requirements and conditions, whether printed, written or stamped, appearing in bills of lading, receipts or tariffs issued by such carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen and others. The Company shall under no circumstances be liable for any loss, damage, expense or delay to the goods for any reason whatsoever when said goods are in custody, possession or control of third parties selected by the Company to forward, enter and clear, transport or render other services with respect to such goods.

3. Choosing Routes or Agents. Unless express instructions in writing are received from the Customer, the Company has complete freedom in choosing the means, route and procedure to be followed in the handling, transportation and delivery of the goods. Advice by the Company to the Customer that a particular person or firm has been selected to render services with respect to the goods shall not be construed to mean that the Company warrants or represents that such person or firm will render such services.

4. Quotations Not Binding. Quotations as to fees, rates of duty, freight charges, insurance premiums or other charges given by the Company to the Customer are for informational purposes only and are subject to change without notice and shall not under any circumstances be binding upon the Company unless the Company in writing specifically undertakes the handling or transportation of the shipment at a specific rate.

5. Duty to Furnish Information. (a) On an import at a reasonable time prior to entering of the goods for U. S. Customs, the Customer shall furnish to the Company invoices in proper form and other documents necessary or useful in the preparation of the U. S. Customs entry. Also, such further information as may be sufficient to establish the dutiable value, the classification and admissibility pursuant to U. S. law or regulations. If the Customer fails in a timely manner to furnish such documents or information in whole or in part, as may be required to complete U. S. Customs entry or if the information or documents furnished is inaccurate or incomplete, the Company shall be obligated only to use its best judgment in connection with the shipment. Where a bond is required by U. S. Customs to be given for the production of any document or the performance of any act, the Customer shall be deemed bound by the terms of the bond notwithstanding the fact that the bond has been executed by the Company as principal, it being understood that the Company entered into such undertaking at the instance and on behalf of the Customer, and the Customer shall indemnify and hold the Company harmless for the consequences of any breach of the terms of the bond. (b) On an export at a reasonable time prior to the exportation of the shipment the Customer shall furnish to the Company the commercial invoice in proper form and number, a proper consular declaration, weights, measures, values and other information in the language of and as may be required by the laws and regulations of the U. S. and the country of destination of the goods. (c) On an export or import the Company shall not in any way be responsible or liable for increased duty, penalty, fine or expense unless caused by the negligence or other fault of the Company, in which event its liability to the Customer shall be governed by the provisions of paragraph 8. The Customer shall be bound by and warrant the accuracy of all invoices, documents and information furnished to the Company by the Customer or its agent for export, entry or other purposes and the Customer agrees to indemnify and hold harmless the Company against any increased duty, penalty, fine or expense, including attorneys fees, resulting from any inaccuracy or omission or any failure to make timely presentation, even if not due to any negligence of the Customer.

6. Declaring Higher Valuation. Inasmuch as truckers, carriers, warehousemen and others to whom the goods are entrusted usually limit their liability for loss or damage unless a higher value is officially declared and such higher value is agreed to by said truckers, etc., the Company must receive specific written instructions from the Customer to pay such higher charges based on valuation and the trucker, etc., must accept such higher declared value; otherwise the valuation placed by the Customer on the goods shall be considered solely for export or customs purposes and the goods will be delivered to the truckers, etc., subject to the limitation of liability set forth herein in paragraph 8 with respect to any claim against the Company and subject to the provisions of paragraph 2 above.

7. Insurance. The Company will make reasonable efforts to effect marine, fire theft and other insurance upon the goods only after specific written instructions have been received by the Company in sufficient time prior to shipment from point of origin, and the Customer at the same time states specifically the kind and amount of insurance to be placed. The Company does not undertake or warrant that such insurance can or will be placed. Unless the Customer has its own open marine policy and instructs the Company to effect insurance under such policy, insurance is to be effected with one or more insurance companies or other underwriters to be selected by the Company. Any insurance placed shall be governed by the certificate or policy issued and will only be effective when accepted by such insurance companies or other underwriters. Should an insurer dispute its liability for any reason, the insured shall have recourse against the insurer only and the Company shall not be under any responsibility or liability in relation thereto, notwithstanding that the premium upon the policy may not be at the same rates as that charged or paid to the Company by the Customer, or that the shipment was insured under a policy in the name of the Company. Insurance premiums and the charge of the Company for arranging the same shall be at the Customer's expense. If for any reason the goods are held in warehouse or elsewhere, the same will not be covered by any insurance, unless the Company receives written instructions from the Customer. Unless specifically agreed in writing, the Company assumes no responsibility to effect insurance on any export or import shipment which it does not handle.

8. Presenting Claims. In no event shall the Company be liable for any act, omission or default by it in connection with an exportation or importation, unless a claim therefor shall be presented to it at its office within one hundred eighty (180) days from date of exportation or importation of the goods in a written statement to which sworn proof of claim shall be attached. No suit to recover for any claim or demand hereunder shall in any event be maintained against the Company unless instituted within six (6) months after presentation of the said claim, as above provided. No agent or employee of the Company shall have authority to alter or waive any of the provisions of this clause.

9. Liability of Company. It is agreed that any claim or demand for loss, damage, expense or delay shall be only against the carriers, truckmen, lightermen, forwarders, customhouse brokers, agents, warehousemen or others in whose actual custody or control the goods may be at the time of such loss, damage expense or delay, and the Company shall not be liable or responsible for any claim or demand from any cause whatsoever, unless in each case the goods were in the actual custody or control of the Company and the damages alleged to have been suffered be proven to be caused by the negligence or other fault of the Company, its officers or employees, in which event the limitation of liability set forth in paragraph 8 herein shall apply. The Company shall not in any circumstances be liable for damages arising from loss of profit.

10. Advancing Money. The Company shall not be obliged to incur any expense, guarantee payment or advance any money in connection with the importing, forwarding, transporting, insuring, storing or cooperating of the goods, unless the same is previously provided to the Company by the Customer on demand. The Company shall be under no obligation to advance freight charges, customs duties or taxes on any shipment, nor shall any advance by the Company be construed as a waiver of its responsibility for loss or damage.

11. Indemnification for Freight, Duties. In the event that a carrier, other person or any governmental agency makes a claim or institutes legal action against the Company for ocean or other freight, duties, fines, penalties, liquidated damages or other money due arising from a shipment of goods of the Customer, the Customer agrees to indemnify and hold harmless the Company for any amount the Company may be required to pay such carrier, other person or governmental agency together with reasonable expenses, including attorney fees, incurred by the Company in connection with defending such claim or legal action and obtaining reimbursement from the Customer. The confiscation or detention of the goods by any governmental authority shall not affect or diminish the liability of the Customer to the Company to pay all charges or other money due promptly on demand.

12. Sale of Perishable Goods. Perishable goods or live animals to be exported or which are cleared through customs concerning which no instructions for disposition are furnished by the Customer may be sold or otherwise disposed of without any notice to the Customer, owner or consignee of the goods, and payment or tender of the net proceeds of any sale after deduction of charges shall be equivalent to delivery. In the event that any shipment is refused or remains unclaimed at destination or any transshipping point in the course of transit or is returned for any reason, the Customer shall nevertheless pay the Company for all charges and expenses in connection therewith. Nothing herein contained shall obligate the Company to forward or enter or clear the goods or arrange for their disposal.

13. C.O.D. Shipments. Goods received with Customer's or other person's instructions to "Collect on Delivery" (C.O.D.) by drafts or otherwise, or to collect on any specified terms by time drafts or otherwise, are accepted by the Company only upon the express understanding that it will exercise reasonable care in the selection of a bank, cash correspondent, carrier or agent to whom such item will be sent and such item for collection, and the Company will not be responsible for any act, omission, default, insolvency or want of care, negligence or fault of such bank, correspondent, carrier or agent, nor for any delay in remittance lost in exchange, or loss during transmission, or while in the course of collection.

14. General Lien on Any Property. The Company shall have a general lien on any and all property (and documents relating thereto) of the Customer, in its possession, custody or control or en route, for all claims for charges, expenses or advances incurred by the Company in connection with any shipments of the Customer and if such claim remains unsatisfied for thirty (30) days after demand for its payment is made, the Company may sell at public auction or private sale, upon ten (10) days written notice, registered mail (R.R.), to the Customer, the goods, wares and/or merchandise, or so much thereof as may be necessary to satisfy such lien, and apply the net proceeds of such sale to the payment of the amount due to the Company. Any surplus from such sale shall be transmitted to the Customer, and the Customer shall be liable for any deficiency in the sale.

15. Compensation of Company. The compensation of the Company for its services shall be included with and in addition to the rates and charges of all carriers and other agencies selected by the Company to transport and deal with the goods and such compensation shall be exclusive of any brokerage, commissions, dividends or other revenue received by the Company from carriers, insurers and others in connection with the shipment; in any referral for collection or action against the Customer for monies due to the Company, upon recovery by the Company, the Customer shall pay the expenses of collection and/or litigation, including a reasonable attorney fee.

16. Picking Up Shipments or Samples. The Company shall not itself be obligated to pick up a shipment from a carrier or a sample from U. S. Customs. Should the Company render such a service for and on behalf of the Customer, the Company shall not be responsible for loss or damage to the shipment unless it is in the actual custody and control of the Company or its employee and the loss or damage is caused by the negligence or other fault of the Company or its employee, in which event the limitation of liability set forth in paragraph 8 herein shall apply.

17. No Responsibility For Governmental Requirements. It is the responsibility of the Customer to know and comply with the marking requirements of U. S. Customs, the regulations of the U. S. Food and Drug Administration and all other requirements of law or official regulations. The Company shall not be responsible for action taken or fines or penalties assessed by any governmental agency against the shipment because of the failure of the Customer to comply with the law or the requirements or regulations of any governmental agency or with a notification issued to the Customer by any such agency.

18. Loss, Damage or Expense Due To Delay. Unless the services to be performed by the Company on behalf of the Customer are unduly delayed by reason of the negligence or other fault of the Company, the Company shall not be responsible for any loss, damage or expense incurred by the Customer because of such delay. In the event the Company is at fault, as aforesaid, its liability is limited in accordance with the provisions of paragraph 8 above.

19. Construction of Terms and Venue. The foregoing terms and conditions shall be construed according to the laws of the State of New York. Unless otherwise consented to in writing by the Company, no legal proceeding against the Company may be instituted by the Customer, its assigns, or subrogee except in the City of New York.

APPROVED BY:
NATIONAL CUSTOMS BROKERS & FORWARDERS ASSOC. OF AMERICA, INC. - NEW YORK FOREIGN FREIGHT FORWARDERS & BROKERS ASSOC., INC. - CUSTOMS BROKERS & FORWARDERS ASSOC. OF MIAMI, INC. - SAN FRANCISCO CUSTOMS BROKERS ASSOC. - CUSTOMS BROKERS ASSOC. OF CHICAGO, INC. - BOSTON CUSTOMS BROKERS & INTERNATIONAL FORWARDERS ASSOC. - CUSTOMHOUSE BROKERS & INTERNATIONAL FREIGHT FORWARDERS ASSOC. - OF WASHINGTON STATE - LOS ANGELES CUSTOMS & FREIGHT BROKERS ASSOC., INC. - CUSTOMS BROKERS ASSOC. NORTHERN U. S. BORDER - BALTIMORE CUSTOMHOUSE BROKERS & FORWARDERS ASSOC. - PHILADELPHIA FREIGHT BROKERS, FORWARDERS & CUSTOMS BROKERS ASSOC. - NEW ORLEANS ASSOC. OF CUSTOMS BROKERS, INC. - DETROIT CUSTOMHOUSE BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - COLUMBIA RIVER CUSTOMS BROKERS & FOREIGN FREIGHT FORWARDERS ASSOC. - INDEPENDENT FREIGHT FORWARDERS & BROKERS ASSOC. OF SAVANNAH, INC. - ASSOC. OF FORWARDING AGENTS & FOREIGN FREIGHT BROKERS OF MOBILE - CUSTOMS BROKERS & FREIGHT FORWARDERS ASSOC. OF CHARLESTON, S.C. INC. - EXPORT-IMPORT ASSOC. OF VIRGINIA

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES)

SHIPPER/EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK N.Y. 10004.	DOCUMENT NO. <i>BACK RECEIPT TO SHIPPER ATTN. MR. DON WOOSTER. H.A.V. D/3/74</i>
	EXPORT REFERENCES E 6438 DEC 23 1974
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI DEPARTEMENT COMMERCIAL, PORT -AU -PRINCE, HAITI, ATTN: SENIOR SUB_MGR.	FORWARDING AGENT—REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 FMC-431 REF.
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.	POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.
PIER	DOMESTIC ROUTING / EXPORT INSTRUCTIONS
EXPORTING CARRIER (VESSEL) Metecor slg 12/12	ONWARD INLAND ROUTING
PORT OF DISCHARGE PORT-AU-PRINCE.	PORT OF LOADING NEW YORK
	FOR TRANSSHIPMENT TO

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT -AU- PRINCE, HAITI. ATTN: SENIOR SUB-MGR. MADE IN USA PRINTED MATTER -UNISSUED BANK NOTE FORMS #1990/2009. "United States law prohibits disposition of these commodities to the Soviet Union, the Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."	20	LICENSE G-DEST WOOD CASES PRINTED MATTER (IMCOMPLETE BANK NOTE FORMAS). [REDACTED] D.	4200#	111-0 D89

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

WHARFAGE \$4.57 PER 40 cu. ft. OF 24.00 PER 2000#

Dated in NEW YORK,

MO. DAY YEAR 20 B/L NO.

By

12 11 74 117

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES)

SHIPPER / EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK N.Y. 10004.		DOCUMENT NO. AG 12/3/74	
		EXPORT REFERENCES E 6438	
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI DEPARTEMENT COMMERCIAL, PORT -AU -PRINCE, HAITI,ATTN:SENIOR SUB MGR.		FORWARDING AGENT - REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF: FMC-431	
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
PIER FT 39 th STREET, BROOKLYN		DOMESTIC ROUTING / EXPORT INSTRUCTIONS	
EXPORTING CARRIER (VESSEL) Meteoor sig 12/12	PORT OF LOADING NEW YORK.	ONWARD INLAND ROUTING	
PORT OF DISCHARGE PORT-AU-PRINCE.	FOR TRANSSHIPMENT TO		

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT -AU- PRINCE, HAITI. ATTN: SENIOR SUB-MGR. MADE IN USA PRINTED MATTER -UNISSUED BANK NOTE FORMS #1990/2009. "United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."	20	LICENSE G-DEST WOOD CASES PRINTED MATTER (IMCOMPLETE BANK NOTE FORMAS). [REDACTED]	4200#	111-0 D89

FREIGHT CHARGES PAYABLE AT

BY

IN ACCEPTING THIS BILL OF LADING, the shipper, consignee, and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.	cu.	ft.	@	per 40 cu. ft.		
		"	"	"		
		"	"	"		
		"	"	"		
		"	"	"		
		"	"	"		
		"	"	"		
		"	"	"		
		"	"	"		
		"	"	"		
3. Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.	Lbs.	@	per 2000 lbs.			
	"	"	"			
	"	"	"			
	"	"	"			
	"	"	"			
				TOTAL U.S. CURRENCY		

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

Dated in NEW YORK,

MO. DAY YEAR B/L NO.

By _____


12 11 74 117

BILL OF LADING (continued from reverse side)
(NOT NEGOTIABLE UNLESS CONSIGNED "TO ORDER")

ROYAL NETHERLANDS STEAMSHIP CO
(ANTILLES)

SHIPPER / EXPORTER BANK NOTE COMPANY 70 BROAD STREET, NEW YORK N.Y. 10004.		DOCUMENT NO. RECEIPT TO SHIPPER ATTN. MR. DON ROOSTER. AG 12/3/74	
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI DEPARTEMENT COMMERCIAL, PORT -AU -PRINCE, HAITI, ATTN: SENIOR SUB MGR.		EXPORT REFERENCES E 6438 H. V. D. DEC 28 1974	
ADDRESS ARRIVAL NOTICE TO SAME AS ABOVE.		FORWARDING AGENT—REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 FMC-431 REF.	
PIER Pier 29 111 STREET, BROOKLYN		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
EXPORTING CARRIER (VESSEL) Meteor sig 12/12		DOMESTIC ROUTING / EXPORT INSTRUCTIONS	
PORT OF LOADING NEW YORK		ONWARD INLAND ROUTING	
PORT OF DISCHARGE PORT-AU-PRINCE.		FOR TRANSSHIPMENT TO	

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT IN POUNDS	GROSS WEIGHT IN KILOS
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT -AU- PRINCE, HAITI. ATTN: SENIOR SUB-MGR.	20	WOOD CASES PRINTED MATTER (INCOMPLETE BANK NOTE FORMS). [REDACTED]		
MADE IN USA PRINTED MATTER UNISSUED BANK NOTE FORMS #1990/2000.				



ORIGINAL

FREIGHT CHARGES PAYABLE AT BY

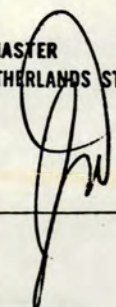
IN ACCEPTING THIS BILL OF LADING, the shipper, consignee and owner of the goods and the holder of this Bill of Lading expressly accept and agree to all stipulations, exceptions and conditions, whether written, typed, stamped, or printed, as fully as if signed by such shipper, consignee, owner of the goods and/or holder of this Bill of Lading.

3 Copies hereof are signed of the same tenor, one of which being accomplished, the others to stand void.

EXEMPTION

111 cu. ft. @ 103 ⁵⁰	per 40 cu. ft.	287 21
+ 3/4 of 1% ad. Valorem	"	205 85
	"	493 06
Lbs. @	per 2000 lbs.	12 68
	"	5 55
	"	4 74
TOTAL U.S. CURRENCY		516.03

FOR THE MASTER
ROYAL NETHERLANDS STEAMSHIP CO. (ANTILLES) AS AGENTS

By 

Dated in NEW YORK,
MO. DAY YEAR B/L NO.

FACTURE CONSULAIRE

CONSULAT DE LA



REPUBLIQUE D'HAITI

H. V. D. REF#6438-H

CONSULAR INVOICE

B. L. No. 117

2057

Marks (Marques)
and Country of Origin
BANQUE NATIONALE
DE LA REPUBLIQUE
D HAITI ATTN:
SENIOR SUB-MANAGER
MADE IN USA
(PRINTED MATTER -
UNISSUED BANK NOTE
FORMS)

Merchandise Shipped on the S.S.: METEOR (DUTCH) on 12.11.74
Marchandises expédiées sur le SS. NEW YORK Nationality - Name (nom) PORT AU PRINCE
Sailing from the Port of NEW YORK for PORT AU PRINCE, Haiti
Partant du port de AMERICAN BANK NOTE COMPANY, NEW YORK, NY
Name and Address of Shipper BANQUE NATIONALE DE LA PORT AU PRINCE, HAITI
Nom et adresse de l'expéditeur REPUBLIQUE D'HAITI
Consigned to Order of SAME of PORT AU PRINCE, HAITI
Consignées à l'ordre de SAME of PORT AU PRINCE, HAITI
Notify Notifier de

Numbers Numéros	Number of pieces Nombre de colis	Nature of Packing Nature de l'emballage	Denomination and Details of Each Article (Quantity, Quality, Measure, Yardage, etc.) in Terms of the Haitian Tariff. Dénomination et détails de chaque article (quantité, qualité, mesure, yardage, etc.) dans les termes du Tarif Haïtien.	Weights in Poids en KILOS		Values in U.S. Currency Valeur en Monnaie des E.U.
				Gross Brut	Net Net	
#1990/ 2009.	20	CASES	PRINTED MATTER (IMCOMPLETE BANK NOTE FORMS)	1900	1520	\$26885.47

Export Messenger Service Co.
One World Trade Center
SUITE 2500
NEW YORK, N. Y. 10048 432-4

ORIGINAL

VU ET ENREGISTRE
LE CONSUL GENERAL D'HAITI
A NEW YORK

WILSON FLORESTAL

We affirm that this invoice is a correct and faithful expression of the truth, j'affirme que cette facture est l'expression sincère et fidèle de la vérité, that it corresponds in every particular with our books, and that neither the qu'elle est en tout conforme à mes livres, qu'aucune dénomination usuelle, usual designation, nor the weights, nor the quantity or quality, nor the value ni le poids, ni la quantité ou la qualité, ni la valeur, ni l'origine des articles and origin named therein are in any way altered, and are thereof exactly the qui y sont portés, n'ont été altérés et sont, en conséquence, les mêmes que same than those appeared on our Export Declaration No. of (date) submitted to the U. S. Custom House. ceux accusés sur ma déclaration No. du soumise à la Douane des Etats-Unis.

NEW YORK Date DECEMBER 13 19 74

J. M. RODGERS CO. INC.

Name of forwarding agent, broker or commissioner, etc. For Account of

AMERICAN BANK NOTE COMPANY

Shippers
Expéditeurs

Per: Signature

NOTE:—In all cases where the merchandise is taxed at net weight, the weight to be taxed of said merchandise will include all interior or immediate packing, including the paste board boxes or objects made of paste board, not subject to a higher tax. (Article 29, Law of July 26, 1926.)

Dans tous les cas où les marchandises sont taxées au poids net, le poids imposable des dites marchandises comprendra tous les emballages antérieurs ou immédiats, y compris les cartons ou objets en carton, non soumis à un droit plus élevé (Article 29, loi du 26 Juillet, 1926.)

ARRANGEMENT OF DOCUMENTS:

3 Consular Invoices and 3 Original Bills of lading clipped or stapled together, the invoice on top.

To each of the remaining Consular invoices a copy of signed B/L must be stapled and the whole set clipped together.

Value of merchandise	\$26885.47
Valeur des marchandises	
Packing (if not included in the value of the merchandise)	
Emballage (s'il n'est pas compris dans la valeur des marchandises)	
Inland Freight. Bill of Lading. Wharfage and Trucking Charges	
Frêt et frais du connaissement, embarquement et camionnage.	
Total F. O. B. Value	\$26885.47
Brokerage fees	
Commission d'achat	
Interest	
Intérêts	
Export Duties paid at Port of Origin	
Droits d'exportation acquittés au port d'origine	
Ocean Freight and Bill of Lading Expenses (including embarking and disembarking)	516.03
Frêt et frais du connaissement, embarquement et débarquement compris	45.30
Insurance	
Assurance	
Consular fees:	
Droits consulaires:	
Stamp on Inv. (\$1.20)	
B/L visa (\$2.00)	
Stamp on B/L (\$1.20)	GRATIS
Other expenses	
Autres frais	
Total amount of invoice	\$27446.80
Montant total de la facture	

CONSULAR INVOICE FEES

*For any merchandise being shipped by boat to Haiti and whose value FOB is inferior to \$200.00 — the fee is \$3.00 plus B/L visa and Stamps 7.40
Over \$200.00 — the fee is 2% on the value FOB plus B/L visa and Stamps
Visa for Certificate of Origin \$2.00 plus Stamps \$1.20 3.20
Visa for Commercial Invoice if requested \$2.00 plus Stamp \$1.20 3.20
ADDITIONAL FEES:
Visa on Consular Invoice requested after 4 p. m. 2.00*
Visa on Consular Invoice requested on holidays 4.00*

E. J. Rodgers



H. V. D.

DEC 23 1974

AMERICAN BANK NOTE COMPANY

70 BROAD STREET, NEW YORK, N.Y. 10004

DECEMBER 3, 1974

SHIPPING INVOICE

BANQUE NATIONALE DE LA REPUBLIQUE
D'HAITI
DEPARTEMENT COMMERCIAL
PORT-AU-PRINCE, HAITI
ATTN: SENIOR SUB-MANAGER

DR.

OUR ORDER 2-0701-484

YOUR ORDER

DATE OF SHIPMENT

TERMS: NET, F.O.B.N.Y.

TWENTY (20) CASES, CONTAINING:

2,000,000 NOTES, 2 GOURDES, NOS. H 000001 - H 1000000
J 000001 - J 1000000

CASE NO.	NUMBERS	CASE NO.	NUMBERS
1990	H 000001 - H 100000	2000	J 000001 - J 100000
1991	H 100001 - H 200000	2001	J 100001 - J 200000
1992	H 200001 - H 300000	2002	J 200001 - J 300000
1993	H 300001 - H 400000	2003	J 300001 - J 400000
1994	H 400001 - H 500000	2004	J 400001 - J 500000
1995	H 500001 - H 600000	2005	J 500001 - J 600000
1996	H 600001 - H 700000	2006	J 600001 - J 700000
1997	H 700001 - H 800000	2007	J 700001 - J 800000
1998	H 800001 - H 900000	2008	J 800001 - J 900000
1999	H 900001 - H 1000000	2009	J 900001 - J 1000000

MARKS

BANQUE NATIONALE
DE LA REPUBLIQUE
D'HAITI

ATTN: SENIOR SUB-MANAGER
MADE IN U.S.A.
(PRINTED MATTER - UNISSUED
BANK NOTE FORMS)
#1990/2009

NET WEIGHT: 1,520 KILOS

GROSS WEIGHT: 1,900 KILOS

STEAMER: S.S. "METEOR"

VALUE: U.S.\$27,446.80 C.I.F. PORT-AU-PRINCE

AMERICAN BANK NOTE COMPANY

UNITED STATES LAW PROHIBITS DISPOSITION OF THESE
COMMODITIES TO THE SOVIET BLOC, COMMUNIST CHINA,
NORTH KOREA, MACAO, HONGKONG, CUBA, SOUTHERN
RHODESIA OR COMMUNIST CONTROLLED AREAS OF
VIETNAM AND LAOS UNLESS OTHERWISE AUTHORIZED
BY THE UNITED STATES.

VICE PRESIDENT

DOCK RECEIPT

SHIPPER/EXPORTER AMERICAN BANK NOTE COMPANY 70 BROAD STREET, NEW YORK N.Y. 10004.		DOCUMENT NO. DOCK RECEIPT TO SHIPPER ATTN. MR. DON WOOSTER. H. V. D. 12/3/74 EXPORT REFERENCES E 6438 DEC 23 1974	
CONSIGNEE BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI DEPARTEMENT COMMERCIAL, PORT -AU -PRINCE, HAITI, ATTN: SENIOR SUB MGR.		FORWARDING AGENT - REFERENCES J.M. RODGERS CO., INC. ONE WORLD TRADE CENTER, SUITE 2665 NEW YORK, N.Y. 10048 REF: FMG-431	
NOTIFY PARTY SAME AS ABOVE.		POINT AND COUNTRY OF ORIGIN NEW YORK U.S.A.	
PIER OR AIRPORT FT 39 th STREET, BROOKLYN		DOMESTIC ROUTING/EXPORT INSTRUCTIONS	
EXPORTING CARRIER (Vessel/Airline) Meteoor slg 12/12		ONWARD INLAND ROUTING	
SEA PORT OF DISCHARGE PORT-AU-PRINCE.		FOR TRANSSHIPMENT TO	

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI PORT -AU- PRINCE, HAITI. ATTN: SENIOR SUB-MGR.	20	LICENSE G-DEST WOOD CASES PRINTED MATTER (IMCOMPLETE BANK NOTE FORMAS). OCEAN FREIGHT PREPAID.	4200#	111-0 DB
MADE IN USA PRINTED MATTER -UNISSUED BANK NOTE FORMS #1990/2009. United States law prohibits disposition of these commodities to the Soviet Bloc, People's Republic of China, North Korea, Communist controlled areas of Vietnam, Cuba, or Southern Rhodesia, unless otherwise authorized by the United States."				

DELIVERED BY:

LIGHTER
TRUCK

ARRIVED- DATE TIME

UNLOADED-DATE TIME

CHECKED BY

PLACED IN SHIP ON DOCK LOCATION

RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERSIGNED'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED, COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.

FOR THE MASTER

BY 20 L. Derruto
RECEIVING CLERK

DATE 1/30

SHIPPERS ARE REQUIRED TO FILL OUT AS BELOW

1974 DEC 11 AM 10:40

RCA

H. V. D.
DEC 23 1974

Global Telegram

Full Rate ☒ Letter Telegram ☐ Press ☐ (Full Rate unless otherwise marked). This telegram will be transmitted electronically by cable, radio, or satellite.

Sender's Name and Address AMERICAN BANK NOTE CO., 70 BROAD ST., N.Y.C. Account Number _____

All telegrams are accepted subject to the rates, rules, and regulations as set forth in the applicable tariff of RCA Global Communications, Inc. on file with the F.C.C.

To INSULAIRE
PORTAUPRINCE (HAITI)

Via RCA
Insert "RCA"

DECEMBER 12, 1974

FOR BONNEFIL

WE PAID MELVIN 202 DOLLARS ON DECEMBER 12.

BANKNOTE

OK
JES.

(Over)

TO FILE INTERNATIONAL TELEGRAMS VIA RCA...

From anywhere in the United States,

Telephone: 212-363-4141 or the Western Union office nearest you, specifying "VIA RCA" immediately following the city destination.

TWX machine: Dial the toll-free number 810-621-7850, or the RCA office nearest you:
New York—710-581-5151
Washington, D.C.—710-822-1917
San Francisco—910-372-7390

Western Union domestic telex:

Dial the toll-free number 1042. If 1042 is busy, dial 1044 and specify "VIA RCA."
Or dial the RCA office nearest you:
New York—12-7276
Washington, D.C.—89-2678
San Francisco—34-0968

Traffic Offices, Continental U.S.A.

In NEW YORK CITY,

Main Office: 60 Broad Street, New York 10004

To Send International Telegrams:

Telephone: 363-4141
Western Union telex: 12-7276
TWX (60 WPM): 212-571-1970
TWX (100 WPM): 710-581-5151
WATS Dataphone: 212-747-0113
Facsimile: 212-269-0111/1323
Messenger: 363-4272

You may also stop in or telephone any of these convenient Public Offices:

54 Wall Street	944-3650
111 Broadway	732-3377
132 Franklin St.	925-4891
31 Union Square West	675-4150
35 West 31st St.	695-2472
25 West 43rd St.	279-0572
405 Lexington Ave.	986-6580
30 Rockefeller Plaza	247-5525
330 West 58th St.	247-6210
204 East 58th St.	755-8109
Waldorf Astoria Hotel	758-1200
U.N. Headquarters	355-6940
J. F. Kennedy Airport	656-5787

In SAN FRANCISCO,

Main Office: 135 Market St., San Francisco 94105

To Send International Telegrams:

Telephone: 415-421-4200
Western Union Telex: 34-0968
TWX (100 WPM): 910-372-7390
Dataphone: 415-433-3264
For Messenger Pick-Up: 415-421-4200

In WASHINGTON, D.C.

Main Office: 2030 M St., N.W., Wash., D.C. 20036

To Send International Telegrams:

Telephone: 703-558-4321
Western Union Telex: 89-2678
TWX (60 WPM): 202-965-0833
TWX (100 WPM): 710-822-1917
For Messenger Pick-Up: 703-558-4325

Overseas Traffic Offices

DOMINICAN REPUBLIC, SANTO DOMINGO
Edificio Diez, Calle Conde 35, Tel. 682-2887

GUAM, AGANA

Ada Plaza Center, Tel. 7916

HAITI, PORT-AU-PRINCE

Maison Leger, Place Geffrard, Tel. 3322

HAWAII, HONOLULU

223 South King Street, Tel. 537-2521

MARIANA ISLANDS, SAIPAN

Joeten Center Tel. 6456

PHILIPPINE REPUBLIC, MANILA

Commercial Center, P.O. Box 750,
Makati, Rizal, Tel. 89-18-61

PUERTO RICO, SAN JUAN

701 Avenida Ponce de Leon,
Miramar, P.R., Tel. 723-6170

Liability limited to \$500 except for repeated or specially valued service which is available upon request.

RCA
Global
Communications

J. M. RODGERS CO., INC.

INTERNATIONAL FREIGHT FORWARDERS

CUSTOM HOUSE BROKERS

ONE WORLD TRADE CENTER, SUITE 2665

NEW YORK, N.Y. 10048

FORWARDING INSTRUCTIONS



H. V. D.
DEC 23 1974

F.M.C. 431

TELEPHONE (212) 432-9191
CABLE ADDRESS JONMAROD

From AMERICAN BANK NOTE COMPANY

Date DEC. 2, 1974

Address 70 BROAD ST., N.Y.C. 10004

Our Reference No. 2-0701-484

MARKS & NOS.	NO. AND KIND OF PACKAGES	CONTENTS	GROSS WEIGHT	NET WEIGHT	MEASUREMENT
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI ATTN: SENIOR SUB. MGR. MADE IN U.S.A. (PRINTED MATTER - ISSUED BANK NOTE FORMS) #1990/2009		20 WOODEN CASES PRINTED MATTER INCOMPLETE BANK NOTE FORMS) EA CASE 28 1/2 X 22 X 14 3/4	4200	3360 LBS.	111 CFT
EITHER ONE OF THESE CLAUSES MUST APPEAR ON YOUR INVOICES:		THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION... DIVERSION CONTRARY TO U.S. LAW PROHIBITED.	United States Law prohibits disposition of these commodities to the Soviet Union, Communist China, North Korea, Macao, Hong Kong, Communist Controlled areas of Viet Nam and Laos and Cuba unless otherwise authorized by the United States.		

SCHEDULE B COMMODITY NO.	SPECIFY A or B	GENERAL LICENSE (G. DEST.) A)	EXPORT LICENSE NO. B)
--------------------------	----------------	-------------------------------	-----------------------

MAKE BILLS OF LADING IN THE NAME OF **ALL CHARGES TO US** AS SHIPPER

CONSIGN TO ORDER OF

ULTIMATE CONSIGNEE (FULL NAME AND ADDRESS) BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI ATTN: SENIOR SUB-MGR. - DEPARTEMENT COMMERCIAL PORT-AU-PRINCE, HAITI	PORT OF DISCHARGE PORT-AU-PRINCE VALUE FOR CUSTOMS PURPOSES \$27,447.
--	--

INLAND FREIGHT TO BE PAID BY:	CARTAGE TO STEAMER TO BE PAID BY:	YOUR SERVICES TO BE PAID BY:	INSURANCE EFFECTED BY <input type="checkbox"/> US <input type="checkbox"/> CONSIGNEE
OCEAN FREIGHT TO BE PAID BY:	CONSUL FEES AND BLANKS TO BE PAID BY:	EFFECT INSURANCE FOR: \$	PREMIUM TO BE PAID BY:

COLLECT FOR OUR ACCOUNT	AMOUNT \$	METHOD OF COLLECTION <input type="checkbox"/> C.O.D. <input type="checkbox"/> S/D <input type="checkbox"/> L/C (ORIG. OR EXACT COPY OF L/C MUST ACCOMPANY THESE INSTRUCTIONS)
<input type="checkbox"/> OPEN ACCOUNT	NAME OF BANK FOR COLLECTION	

MAIL	ORIGINAL DOCUMENTS TO: TO US AND 1 COPY OF N/N/ B/L NON-NEGOTIABLE COPIES TO:
------	---

SPECIAL INSTRUCTIONS OUR TRUCK WILL DELIVER TO PIER ON DEC. 11TH - SHIPMENT WILL BE OFFLOADED IMMEDIATELY INTO A CONTAINER. SAID CONTAINER TO BE SEALED & IMMEDIATELY PUT ON BOARD SHIP. BOOK FOR SALINING ON S.S. "METEOR" ON DEC. 12TH.
YOU ARE TO MAKE OUT CONSULAR INVOICES.

ENCLOSURES:
EXPORT DECLARATION
We hereby authorize you to sign and endorse all documents in connection with this shipment.
The above is a correct declaration and should the shipment for any cause be refused or returned, we agree to pay any and all charges incurred.
Claims for loss or damage to packages or contents waived unless insured.

Yours truly,

Form 7525-V
(Rev. JAN. 1, 1973)
(See Instructions on
Reverse Side)U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS—BUREAU OF INTERNATIONAL COMMERCE

SHIPPER'S EXPORT DECLARATION

OF SHIPMENTS FROM THE UNITED STATES

Export Shipments Are Subject To U. S. Customs Inspection

READ CAREFULLY THE INSTRUCTIONS ON BACK TO AVOID DELAY AT SHIPPING POINT

For shipments to foreign countries, where authentication of the Shipper's Export Declaration is required, the export declaration must be presented to and authenticated by Customs and a copy so authenticated delivered to the exporting carrier prior to exportation.

Declarations Should Be Typewritten Or Prepared In Ink

Form approved. Budget Bureau No. 41-R397.5.

CONFIDENTIAL — For use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. (Title 15, Sec. 30.91(a) C.F.R.; Sec. 7(c) Export Administration Act of 1969, P.L. 91-184)

Customs Authentication (For Customs use only.)

H. V. D.

DEC 23 1974

Do Not Use This Area

District Port Country (For customs use only)

FILE NO. (For Customs use only.)

1. FROM (U. S. Port of Export) 2. METHOD OF TRANSPORTATION (check one):

☐ Vessel (incl. ferry) ☐ Air ☐ Other (Specify) _____

2a. EXPORTING CARRIER (If vessel, give name of ship, flag and pier number. If air, give name of airline.)

3. EXPORTER (Principal or seller—licensee)

AMERICAN BANK NOTE COMPANY,

ADDRESS (Number, street, place, state)

70 BROAD STREET. NEW YORK, N. Y. 10004

4. AGENT OF EXPORTER (Forwarding agent)

SAME

ADDRESS (Number, street, place, state)

SAME

5. ULTIMATE CONSIGNEE

BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI, DEPARTEMENT COMMERCIAL, PORT-AU-PRINCE, HAITI - ATTN: SENIOR SUB-MGR.

6. INTERMEDIATE CONSIGNEE

SAME

ADDRESS (Place, country)

SAME

7. FOREIGN PORT OF UNLOADING (For vessel and air shipments only)

PORT-AU-PRINCE

8. PLACE AND COUNTRY OF ULTIMATE DESTINATION (Not place of transshipment.)

PORT-AU-PRINCE, HAITI

MARKS AND NOS. (9)	NUMBER AND KIND OF PACKAGES, DESCRIPTION OF COMMODITIES, EXPORT LICENSE NUMBER, EXPIRATION DATE (OR GENERAL LICENSE SYMBOL) (Describe commodities in sufficient detail to permit verification of the Schedule B commodity numbers assigned. Do not use general terms. Insert required license information on line below description of each item) (10)	SHIPPING (Gross) WEIGHT IN POUNDS* (required for vessel and air shipments only) (11)	SPECIFY "D" OR "F" (12)	SCHEDULE B COMMODITY No. (13)	NET QUANTITY IN SCHEDULE B UNITS (State unit) (14)	VALUE AT U. S. PORT OF EXPORT (Selling price or cost if not sold, including inland freight, insurance and other charges to U. S. port of export) (Nearest whole dollar; omit cents figures) (15)
	20 CASES PRINTED MATTER LICENSE NO. G-DEST	4200	D	892,9850	3360 LBS.	\$27,447.
BANQUE NATIONALE DE LA REPUBLIQUE D'HAITI ATTN: SENIOR SUB-MGR. MADE IN U.S.A. (PRINTED MATTER - UNISSUED BANK NOTE FORMS) #1990/2009						

These commodities licensed by the U. S. for ultimate destination.....Diversion contrary to U. S. law prohibited.

16. WAYBILL OR MANIFEST No. (of Exporting Carrier)

17. DATE OF EXPORTATION (Not required for shipments by vessel)

18. THE UNDERSIGNED HEREBY AUTHORIZES J.M. RODGERS CO., INC., CUSTOMS BROKERS, NEW YORK, N.Y.

TO ACT AS FORWARDING AGENT FOR EXPORT CONTROL AND CUSTOMS PURPOSES.

(Name and address—Number, street, place, State)

EXPORTER AMERICAN BANK NOTE COMPANY

(DULY AUTHORIZED

BY OFFICER OR EMPLOYEE)

SPECIAL AGENT

19. I CERTIFY THAT ALL STATEMENTS MADE AND ALL INFORMATION CONTAINED IN THIS EXPORT DECLARATION ARE TRUE AND CORRECT. I AM AWARE OF THE PENALTIES PROVIDED FOR FALSE REPRESENTATION. (See Paragraphs I (c), (e), on reverse side.)

Signature (Duly authorized officer or employee of exporter or named forwarding agent)

For AMERICAN BANK NOTE COMPANY - Special Att'y

(Name of corporation or firm, and capacity of signer; e.g., secretary, export manager, etc.)

Address 70 BROAD STREET, NEW YORK, N. Y. 10004

Declaration should be made by duly authorized officer or employee of exporter or of forwarding agent named by exporter.

Do Not Use This Area

*If shipping weight is not available for each Schedule B item listed in column (13) included in one or more packages, insert the approximate gross weight for each Schedule B item. The total of these estimated weights should equal the actual weight of the entire package or packages.

bDesignate foreign merchandise (reexports) with an "F" and exports of domestic merchandise produced in the United States or changed in condition in the United States with a "D." (See instructions on reverse side.)

All copies of the export declaration, bill of lading, and commercial invoice must show a destination control statement, when required. (See Department of Commerce Export Control Regulations.)

INSTRUCTIONS FOR THE USE OF THE YELLOW SHIPPER'S EXPORT DECLARATION

(Commerce Form 7525-V)

(Follow Carefully to Avoid Delay at Shipping Point)

I. GENERAL PROVISIONS OF LAW AND REGULATIONS

(a) Vessels shall not be cleared for foreign ports until export declarations covering the cargo, or its parts, have been delivered to customs at the point of exportation by the owners, shippers, or consignors thereof. Similar provisions apply to exportations by rail, air, vehicle, or ferry. A declaration shall not be used to effect any exportation after the expiration date of the export license referred to therein except as specifically authorized by export regulations.

(b) A declaration presented to a Customs Director or Postmaster and used to effect an exportation of any commodity for which a validated export license or a general license is required, constitutes a representation by the exporter (1) that all statements made and information set forth in the declaration have been furnished by him or on his behalf for the purpose of effecting an exportation in accordance with the export control regulations; (2) that the exportation of the commodity described in the declaration is authorized under the general or validated export license identified in the declaration; (3) that the statements contained in the declaration are identical in all respects with the contents of the validated export license or the terms, provisions, and conditions of the applicable general license; and (4) that all other terms, provisions, and conditions of the export control regulations applicable to the exportation have been met.

(c) It is unlawful under United States laws and regulations for any person, whether or not situated in the United States, knowingly to make any false or misleading representation, statement, or certification, or to falsify or conceal any material fact, whether directly to the Bureau of International Commerce, the Bureau of the Census, any district director of customs, or an official of any other United States agency, or indirectly through any other person or foreign government agency or official, for the purpose of or in connection with effecting an exportation from the United States, or the reexportation, transshipment or diversion of any such exportation, or the issuance, or maintenance in effect of any document relating to export control, or in the course of an investigation or other action instituted under the authority of the Export Administration Act of 1969. Any person who knowingly violates any provision of said Export Administration Act of 1969 or any regulation, order, or license issued thereunder shall be fined not more than \$10,000 or imprisoned not more than one year, or both. For a second or subsequent offense, the offender shall be fined not more than three times the value of the exports involved or \$20,000, whichever is greater, or imprisoned not more than five years, or both. (Export Administration Act of 1969, Sec. 6; 83 Stat. 844, 50 U.S.C. App. 2405).

(d) Commodities which are intended to be, or are being, or have been, exported in violation of the export control law and the regulations promulgated thereunder, are subject to seizure, detention, condemnation, and sale under the Act of June 15, 1917, Ch. 30, Title VI, Sec. 1, 40 Stat. 223; 22 U.S.C. Sec. 401, as amended.

(e) It is a criminal offense for any person to knowingly make to the Bureau of the Census or the Bureau of International Commerce any false or misleading statement or representation relating to information on the Shipper's Export Declaration, subject to a maximum penalty of \$10,000 fine or imprisonment for 5 years, or both (18 U.S.C. Sec. 1001).

(f) Shipper's export declarations must also be filed for shipments between the United States and Puerto Rico, and from the United States or Puerto Rico to American Samoa and the Virgin Islands of the United States.

(g) For instructions regarding the use of this form for parcel-post exportations, see current United States Postal Manual, Chapter 2. One copy of the declaration should be mailed by postmaster to: Export Document Control, Foreign Trade Statistics Unit, Bureau of the Census, Room 308 - Building 66, Jeffersonville, Indiana 47130.

II. SHIPPER'S EXPORT DECLARATIONS (Commerce Form 7525-V)

(a) Must be made in triplicate for shipments by vessel, air, rail, car, vehicle, and ferry for all merchandise shipped to foreign countries, including Canada, where that country is not the final destination. For shipments finally destined to Canada, and between the United States and Puerto Rico and from the United States or Puerto Rico to American Samoa or the Virgin Islands the declarations must be made in duplicate. Under export control regulations, additional copies may be required by the Bureau of International Commerce. (Commerce Form 7525-V should not be filed for merchandise shipped intransit through the United States from one foreign country to another. In lieu thereof, "Shipper's Export Declaration for in-transit Goods" on Commerce Form 7513 should be filed.)

(b) For shipments to foreign countries, the exporter or his forwarding agent (duly authorized by a general power of attorney, or by specific power of attorney in item 18, of the export declaration form) or a duly authorized officer or employee of either must sign the original copy of the declaration in the space provided for signature. The name of the corporation or firm and the capacity of the signer (secretary, export manager, etc.) must be set out in the line captioned "For" in item 19. Oath is not required on the declaration, but the provisions of law and export control regulations applicable to false representations, as indicated in paragraph I (c) and (e), above, are fully applicable.

(c) Designation of agent must be in writing and signed by the exporter on declaration or in separate document providing similar authorization, which shall be filed in the agent's office and available on demand. Export control regulations define a "forwarding agent" as a person authorized by a named exporter to perform for the exporter actual services which facilitate exportation of the commodities described in the declaration, such as preparing the declaration, attending to clearance of the shipment by submission of documents to the Customs Director or export control officers, securing cargo space or delivering the commodities to the exporting carrier, obtaining bills of lading in connection with the exportation, and attending to the formalities of consular invoices, certificates of origin, and other like documents; but such person need not be regularly engaged in the freight forwarding business.

(d) An authenticated declaration evidences the existence of a validated export license or an exportation permitted by an applicable general license. It is a violation of the export control law and regulations for any person to receive, use, alter, or assist in or permit the use or alteration of, any export declaration which has been authenticated by a Customs Director in connection with the exportation of any commodity under a general or validated export license, for the purpose of facilitating or effecting any exportation other than that set forth in such declaration and in accordance with the terms, provisions, and conditions thereof. Any person receiving an authenticated declaration showing evidence of unauthorized change, alteration, or amendment may not take any action to facilitate the exportation, but must report the facts to the nearest Customs Director and surrender the declaration to such Director.

(e) In the case of exportations subject to the export control law and regulations, the original and two copies (or additional copies if required or authorized by export control regulations) of the declaration submitted to the Customs Director at the port of exit by the exporter, his named duly authorized forwarding agent (or a duly authorized officer or employee of either) will be authenticated by Customs. The Customs Director will retain the original and one copy, and will return one (or more where required or authorized) authenticated copy to the exporter or such agent. One copy so returned shall be delivered by the exporter, or his agent, to the exporting carrier for attachment to the outward manifest. The additional copy or copies, when required or authorized, shall be used by the exporter in conformity with export control regulations. All copies not used shall be returned to the Customs Director. The statistical (manifest) copy of the declaration will be forwarded by the Director to the Bureau of the Census. Customs Directors will not authenticate a declaration which has been altered, changed, or amended, except as and to the extent authorized by the export control regulations.

(f) For shipments by rail, truck, or other vehicle requiring more than one rail car, truck or other vehicle, separate declarations are required for the merchandise carried abroad each such rail car, truck or other vehicle.

(g) Shipper's Export Declarations are for use solely for official purposes authorized by the Secretary of Commerce. Use for unauthorized purposes is not permitted. In accordance with the provisions of the Export Administration Act and the Foreign Trade Statistics Regulations, information from the export declarations will be published or disclosed only when the Secretary has determined that the withholding thereof is contrary to the national interest.

III. EXPLANATION OF TERMS

Item 1. "United States Port of Export" - Insert United States Customs port of exportation in terms of Schedule D, "Classification of U.S. Customs Districts and Ports for U.S. Foreign Trade Statistics."

Item 2. "Method of Transportation" - Check whether exported by vessel (including ferry), air, or other means of transportation. If "Other," specify; i.e., rail, truck, etc.

Item 2a. "Exporting Carrier" - In addition to checking the method of transportation in item 2, specify here the name of the exporting carrier. If vessel, give name of ship, flag, and number or name of pier at which the goods were laden. If air, give name of airline. If "Other" (rail, vehicle, etc.), give name of carrier and identification by number or other designation.

Item 3. "Exporter" - Exporter named shall be the licensee named in the validated export license or person entitled to make the exportation under applicable general license in conformity with export control regulations.

Item 4. "Agent of Exporter" - State name of duly authorized forwarding agent of named exporter. See paragraph II (c).

Item 5. "Ultimate Consignee" - Ultimate consignee (whether by sale in U.S. or abroad, or by consignment) shall be person named as ultimate consignee in validated export license or authorized to be ultimate consignee under applicable general license in conformity with export control regulations.

Item 6. "Intermediate Consignee" - Intermediate consignee shall be person named as such in validated export license or authorized to act as such under applicable general license and in conformity with export control regulation. If none, state "none." Intermediate consignee should be inserted if known at time of authentication.

Item 7. "Foreign Port of unloading" - Foreign port of unloading (i.e., foreign port at which the merchandise will be unladen, from the exporting carrier specified in item 2a) should be shown for vessel and air shipments only.

Item 8. "Place and Country of Ultimate Destination" - The final place and country of destination, not the place of transshipment, should be shown in the space provided for "Place and Country of Ultimate Destination." Special care should be taken to give the final place and country of destination for goods shipped through Canada, United Kingdom, Canal Zone, Chile, Peru, or other seaboard countries for transshipment to other countries, such as through Chile or Peru, destined for Bolivia.

IV. DESCRIPTION OF ARTICLES, QUANTITIES, AND VALUES

Column 9. - Insert marks and numbers.

Column 10. - Insert number and kinds of packages, description of commodities, export license number, and expiration date, or general license symbol. Commodities must be described by nature and quantity in sufficient detail to permit verification of the Schedule B commodity numbers assigned. The description of the articles must be definite and complete, preferably the common commercial name of the specific article, and must conform with that set forth in the validated export license or with the requirements of the applicable general license. General terms such as "dry goods," "groceries," "meats," etc., are not sufficient. Catalog numbers or other characteristic trade identifications should be used where they will aid such description. Identification or description by trademark or brand name should be avoided where possible.

Column 11. - Insert gross weight in pounds for vessel and air shipments only.

Column 12. - Specify whether of domestic or foreign origin. Exports of domestic merchandise include commodities which are the growth, produce, or manufacture of the United States. Exports of foreign merchandise include commodities of foreign origin which entered the United States as imports, and which, at the time of exportation, are in the same condition as when imported. Commodities of foreign origin which have been changed in the United States from the form in which they were imported, or which have been enhanced in value by further manufacture in the United States, are considered as "domestic" commodities.

The above definition of the distinction between domestic and foreign merchandise is intended only for use in reporting column (12) on this export declarations and is intended for statistical purposes only.

Column 13. - Insert the Schedule B commodity code number. (See Instruction VII (a) below.)

Column 14. - Insert the net quantity in Schedule B unit. State the unit of quantity shown; i.e., pounds, square yards, etc.

Column 15. - Insert the dollar value at time and place (U.S. port) of export (omit cents figures). Value stated should be the selling price, or cost if not sold, including inland freight, insurance, and other charges to border point, seaport, or exporting airport. Ocean freight, marine insurance, and other charges incurred beyond the U.S. port of exportation should be excluded.

Item 16. - For convenience of exporter, to be inserted if desired.

Item 17. - To be inserted by Customs Director.

V. SIGNATURES

Items 18 and 19 - See paragraphs II (b) and II (c) of these instructions.

IV. FOREIGN TRADE STATISTICS REGULATIONS - EXPORT CONTROL REGULATIONS

For more detailed information regarding the preparation of the export declaration, refer to the Foreign Trade Statistics Regulations (Title 15, Ch. I, Part 30, Code of Federal Regulations), copies of which may be purchased from the Bureau of the Census, Washington, D.C. 20233. Information concerning export control law and regulations may be obtained from the Bureau of International Commerce, Washington, D.C. 20230, or from the Department of Commerce Field Offices.

VII. SCHEDULE B AND BLANKS

(a) Schedule B, Statistical Classification of Domestic and Foreign Commodities Exported from the United States, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and the Department of Commerce Field Offices.

(b) Shipper's Export Declaration blanks may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402, local Directors of Customs, and Department of Commerce Field Offices located in principal cities. They may be printed by private parties provided they conform to the official form in size, wording, color, and quality (weight) of paper stock, and arrangement. An authenticated Shipper's Export Declaration may not be reproduced in any form.

2

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35797

Received from ROYAL NETHERLANDS STEAMSHIP COMPANY the following Bill of Lading, the freight charges on which we acknowledge to be due and promise to pay within 15 days from date of vessel's sailing at the office of ROYAL NETHERLANDS STEAMSHIP COMPANY, 25 Broadway, New York, N.Y. 10004. This due bill until paid to be First Lien on the goods for the amount for which it is given, plus any expenses incidental to the collection thereof until payment has been effected. In the event the Bill of Lading is issued to a Freight Forwarder, it is understood and agreed that the Freight Forwarder is the Agent for the Shipper.

H. V. D.

DEC 23 1974

PLEASE RETURN ONE COPY OF
THIS BILL WITH YOUR PAYMENT

By: _____

Shipper's Agent J M RODGER CO. 12/12
Shipper AMERICAN BANK NOTE.
Vessel METEOR
Via/Port of discharge PRINCE
Number of B/L 117

Sailing date 121374
Final destination
Due bill # 35797

Port of loading NEWYOKR
Reference # E6438
Amount due 516.03

H. V. D.

JAN - 7 1975

BANQUE NATIONALE DE LA RÉPUBLIQUE D'HAÏTI

DÉPARTEMENT COMMERCIAL

BANQUE DE L'ÉTAT HAÏTIEN AU CAPITAL AUTORISÉ DE VINGT-CINQ MILLIONS DE GOURDES

TRÉSORIÈRE DE L'ÉTAT ET BANQUE D'ÉMISSION

SUCCURSALES ET AGENCES DANS TOUS LES PORTS OUVERTS D'HAÏTI

ADRESSE TÉLÉGRAPHIQUE
INSULAIRE

SIÈGE SOCIAL ET BUREAU PRINCIPAL: PORT-AU-PRINCE, HAÏTI

PORT-AU-PRINCE, December 23, 1974

RÉFÉRENCE SD/A-1

American Bank Note Company
70 Broad Street
New York, N.Y. 10004
U.S.A.

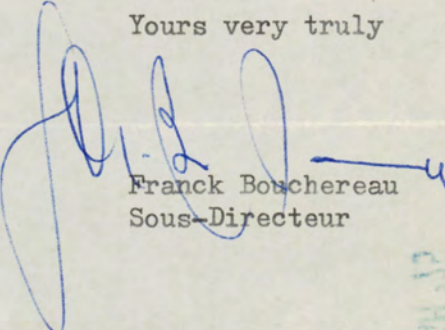
Att.: Assistant Manager
International Division

Gentlemen :

We are pleased to enclose herewith our bank draft No.24632 on the Chase Manhattan Bank, New York for ONE HUNDRED EIGHTY THOUSAND FOUR HUNDRED FIFTY TWO DOLLARS & 60/100 (\$180.452.60) in pay ment of your invoice B-1411 covering shipment 9.000.000 bank notes of 1 gourde, 1.000.000 bank notes of 2 gourdes and 3.000.000 bank notes of 5 gourdes, made in accordance with our order dated May 9, 1974.

Thanking you for your cooperation, we remain

Yours very truly



Franck Bouchereau
Sous-Directeur

*Check
Received 1-3-75
Robinson*

RECEIVED
JAN 8 1975
U.S. MAIL
COMM. DEPT.

RECEIVED
JAN 2 1975

RECEIVED NATIONAL IN LA CENTER

RECEIVED

RECEIVED

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FOREIGN DEPT.
A. B. N. CO.

JAN 2 8 12 AM '75



H. V. D.

JAN - 7 1975 B 1411

AMERICAN BANK NOTE COMPANY

EXECUTIVE OFFICES

(FOR CORRESPONDENCE ONLY)

70 BROAD STREET - NEW YORK, N. Y. 10004

212/944-6200 **NOVEMBER 20, 1974****FOR REMITTANCE ONLY**

TO NEAREST POST OFFICE BOX:

**BANQUE NATIONALE DE LA
REPUBLIQUE D'HAITI****PORT-AU-PRINCE, HAITI**P. O. BOX 5457
CHURCH STREET STATION
NEW YORK, NEW YORK 10008
D-U-N-S 290-1452P. O. BOX 91371
CHICAGO, ILLINOIS 60690
D-U-N-S 290-1460P. O. BOX 360366M
PITTSBURGH, PA. 15230
D-U-N-S 00-494-9061**REMITTANCE COPY**

SALES OFFICE NO.	SALESMAN'S NO.	OUR ORDER	YOUR ORDER	TERMS:
201	90	2-0700-484 2-0701-484 2-0702-484	LTR. MAY 9, 1974	NET DUE ON RECEIPT OF INVOICE F. O. B. C.I.F.

PORT-AU-PRINCE

9,000,000 NOTES - 1 GOURDE - NOS. AG000001 TO AG1000000
AH000001 TO AH1000000
AJ000001 TO AJ1000000
AK000001 TO AK1000000
AL000001 TO AL1000000
AM000001 TO AM1000000
AN000001 TO AN1000000
AP000001 TO AP1000000
AQ000001 TO AQ1000000

\$ 116,084.40

3,000,000 NOTES - 5 GOURDES - NOS. Q000001 TO Q1000000
R000001 TO R1000000
S000001 TO S1000000

\$ 50,644.80

1,000,000 NOTES - 2 GOURDES - NOS. E000001 TO I1000000

\$ 13,723.40

U.S. DOLLARS \$ 180,452.60**VIA: S.S. "METEOR"
160 CASES - NOS. 1810/1969**